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**NATIONAL ADVISORY COMMITTEE
FOR AERONAUTICS**

REPORT No. 628

**AERODYNAMIC CHARACTERISTICS
OF A LARGE NUMBER OF AIRFOILS TESTED IN THE
VARIABLE-DENSITY WIND TUNNEL**

By ROBERT M. PINKERTON and HARRY GREENBERG



1938

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AERONAUTIC SYMBOLS

I. FUNDAMENTAL AND DERIVED UNITS

	Symbol	Metric		English	
		Unit	Abbrevia- tion	Unit	Abbrevia- tion
Length	l	meter	m	foot (or mile)	ft. (or mi.)
Time	t	second	s	second (or hour)	sec. (or hr.)
Force	F	weight of 1 kilogram	kg	weight of 1 pound	lb.
Power	P	horsepower (metric)		horsepower	hp.
Speed	v	kilometers per hour	k.p.h.	miles per hour	m.p.h.
		meters per second	m.p.s.	feet per second	f.p.s.

II. GENERAL SYMBOLS

- W , Weight— mg
 g , Standard acceleration of gravity—9.80665 m/sec² or 32.1740 ft./sec²
 m , Mass— $\frac{W}{g}$
 I , Moment of inertia— ml^2 (Indicate axis of radius of gyration k by proper subscript)
 μ , Coefficient of viscosity
 ν , Kinematic viscosity
 ρ , Density (mass per unit volume)
 Standard density of dry air, 0.12497 kg-m⁻³ at 15° C. and 760 mm; or 0.002378 lb.-ft.⁻³ sec.
 Specific weight of "standard" air, 1.2255 kg/m³ or 0.07651 lb./cu. ft.

III. AERODYNAMIC SYMBOLS

- S , Area
 S_w , Area of wing
 G , Gap
 b , Span
 c , Chord
 λ , Aspect ratio
 V , True air speed
 q , Dynamic pressure— $\frac{1}{2}\rho V^2$
 L , Lift, absolute coefficient $C_L = \frac{L}{qS}$
 D , Drag, absolute coefficient $C_D = \frac{D}{qS}$
 D_o , Profile drag, absolute coefficient $C_{D_o} = \frac{D_o}{qS}$
 D_u , Induced drag, absolute coefficient $C_{D_u} = \frac{D_u}{qS}$
 D_p , Parasite drag, absolute coefficient $C_{D_p} = \frac{D_p}{qS}$
 C , Cross-wind force, absolute coefficient $C_C = \frac{C}{qS}$
 R , Resultant force
 α , Angle of setting of wings (relative to thrust line)
 β , Angle of stabilizer setting (relative to thrust line)
 M , Resultant moment
 ω , Resultant angular velocity
 Re , Reynolds Number, where l is a linear dimension (e.g., for a model airfoil 3 in. chord, 100 m.p.h. dynamic pressure at 15° C., the corresponding number is 234,000; or for a model of 10 cm chord, 40 m.p.s., the corresponding number is 274,000)
 x , Center-of-pressure coefficient (ratio of distance of c.p. from leading edge to chord length)
 α , Angle of attack
 α_d , Angle of downwash
 α_∞ , Angle of attack, infinite aspect ratio
 α_i , Angle of attack, induced
 α_a , Angle of attack, absolute (measured from zero-lift position)
 γ , Flight-path angle

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**By ROBERT M. PINKERTON and HARRY GREENBERG
Langley Memorial Aeronautical Laboratory**

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SUMMARY

The aerodynamic characteristics of a large number of miscellaneous airfoils tested in the variable-density tunnel have been reduced to a comparable form and are published in this report for convenient reference. Plots of the standard characteristics are given for each airfoil and, in addition, the important characteristics are given in tabular form. Included also is a tabulation of important characteristics for the related airfoils reported in N. A. C. A. Report No. 460.

This report, in conjunction with N. A. C. A. Report No. 610, makes available in comparable and convenient form the aerodynamic data for airfoils tested in the variable-density tunnel since January 1, 1931.

INTRODUCTION

A large number of miscellaneous airfoils not included in the systematic investigations reported in references 1 and 2 have been tested in the variable-density tunnel. The larger part of these airfoils consists of unrelated sections, tests of which were requested by various agencies; and the results, except those published in reference 3, have not heretofore been available in published form. The rest of the airfoils consist of small groups of related sections tested to study the effects of certain local variations in shape.

One of these local shape variations involved changes of the nose shape, consisting primarily of changes of the leading-edge radius. The effects of these changes were determined by tests of modifications of the Göttingen 398 (reference 4), of the Clark Y (reference 5), and of the N. A. C. A. 2412 (unpublished). References 4 and 5 present data on the effect of sharp leading edges. The modifications to the N. A. C. A. 2412 consisted in varying the leading-edge radius from normal to zero (N. A. C. A. 2412, N. A. C. A. 15, 16, 19, and 20) and in dropping the leading edge from the normal position (N. A. C. A. 17 and 18). A second local shape variation involved the rear portion of the airfoil and consisted in reflexing the mean line. Such modifications were made on the Göttingen 398, the Boeing 106, and the N-60 sections, and the results of the tests were published in reference 6. A series of related forward-

camber airfoils having reflexed mean lines was tested, and the results were published in reference 7. Another series of reflexed airfoils, for which the results have not been published, includes the N. A. C. A. 21, 23, 24, 25, 26, and 27 airfoils.

The results of these tests, including both published and unpublished data, have not heretofore been available in comparable form nor convenient for ready reference by the user. It has therefore been deemed desirable to collect these data into one report.

This report, in conjunction with reference 2, makes available, in convenient form, comparable data for sections tested in the variable-density tunnel since January 1, 1931. The important fully corrected characteristics for the miscellaneous sections described earlier and also for the sections reported in reference 1 are tabulated for easy reference. In addition to the tabulated data, plots of standard aerodynamic characteristics are presented for the miscellaneous airfoils.

TESTS AND APPARATUS

Routine airfoil tests were made in the variable-density tunnel at an effective Reynolds Number of approximately 8,000,000. Tests of some of the models were extended through the range of negative angles of attack. Airfoils for which these results were obtained are designated "inverted" sections. The duralumin models were of rectangular plan form with a 5-inch chord and a 30-inch span. A description of the tunnel, the test procedure, and the method of constructing the models is given in reference 8.

The precision of the tests and of the results is discussed in references 1 and 9.

RESULTS

The method chosen to present these results is intended to be convenient for designers. The important characteristics, fully corrected as described in references 9 and 10, are presented in tables I and II and are comparable with those given in reference 2. These important characteristics are:

- $c_{l_{max}}$, the section maximum lift coefficient.
- α_0 , the angle of zero lift.

- a_0 , the section lift-curve slope.
- $c_{l_{opt}}$, the optimum lift coefficient, or the section lift coefficient corresponding to $c_{d_{0min}}$.
- $c_{d_{0min}}$, the minimum profile-drag coefficient.
- $c_{m_{a.c.}}$, the pitching-moment coefficient about the section aerodynamic center.
- $a.c.$, the aerodynamic center, or the point, with respect to the airfoil section, about which the pitching-moment coefficient tends to remain constant over the range of lift coefficients between zero and maximum lift.
- $c.p.$, the position of the center of pressure in percentage of the chord behind the leading edge.
- m_0 , the lift-curve slope for aspect ratio 6.

A more complete description of these characteristics is presented in references 9 and 10.

Tables I and II contain these data for available sections tested in the variable-density tunnel, except those given in reference 2. Reference is made to the original publication for the airfoil results that have been previously reported.

Plots of the standard characteristics (figs. 1 to 88) are given for the miscellaneous sections (exclusive of those for the N. A. C. A. 22112, 23112, 24112, and 25112 sections, which are published in reference 7) because they are not available elsewhere. Plots for the sections in table I are given in reference 1.

LANGLEY MEMORIAL AERONAUTICAL LABORATORY,
NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS,
LANGLEY FIELD, VA., October 1, 1937.

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1. Jacobs, Eastman N., Ward, Kenneth E., and Pinkerton, Robert M.: The Characteristics of 73 Related Airfoil Sections from Tests in the Variable-Density Wind Tunnel. T. R. No. 460, N. A. C. A., 1933.
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4. Jacobs, Eastman N.: Characteristics of Two Sharp-Nosed Airfoils Having Reduced Spinning Tendencies. T. N. No. 416, N. A. C. A., 1932.
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9. Jacobs, Eastman N., and Sherman, Albert: Airfoil Section Characteristics as Affected by Variations of the Reynolds Number. T. R. No. 586, N. A. C. A., 1937.
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CHARACTERISTICS OF AIRFOILS TESTED IN THE VARIABLE-DENSITY TUNNEL

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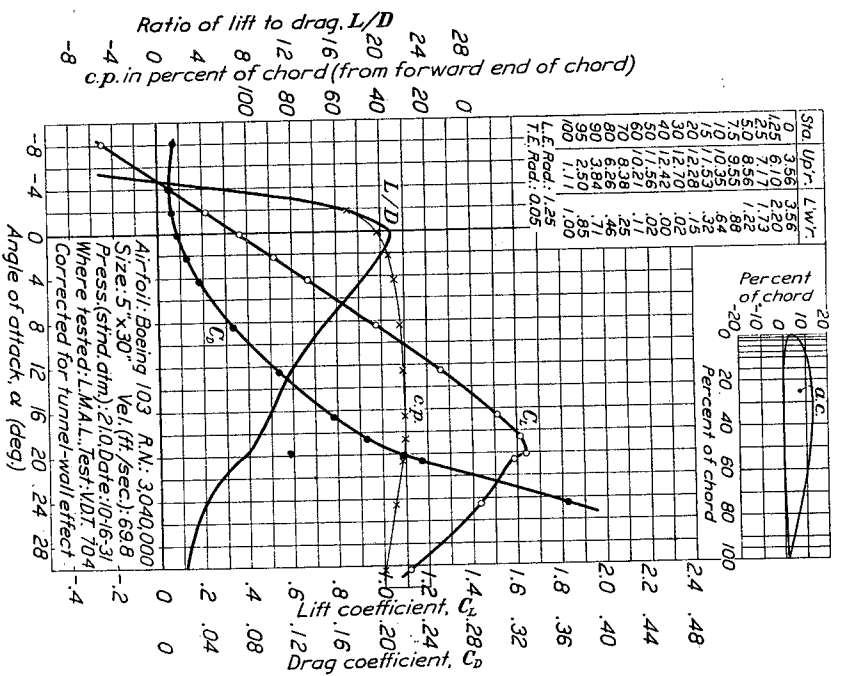


FIGURE 1.—Boeing 103 airfoil.

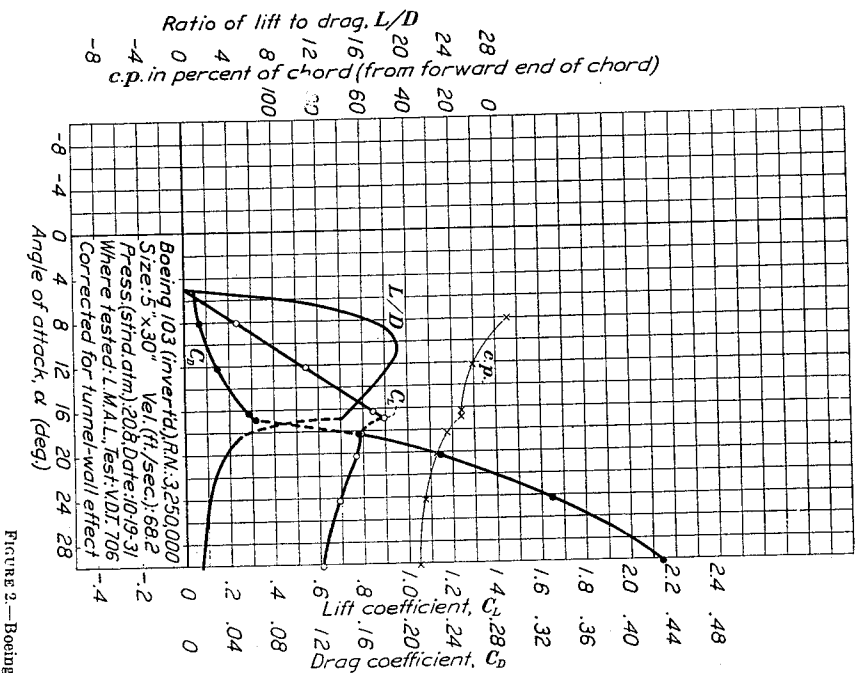
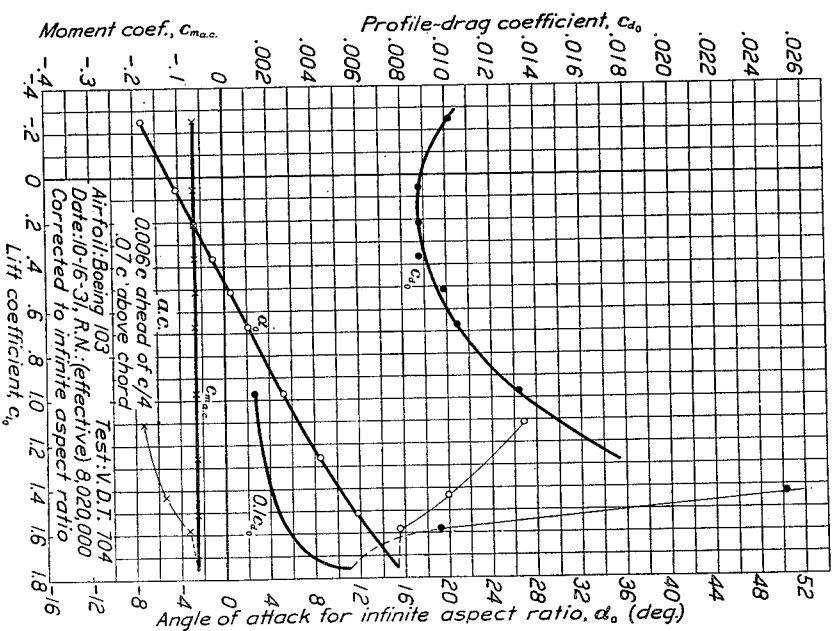
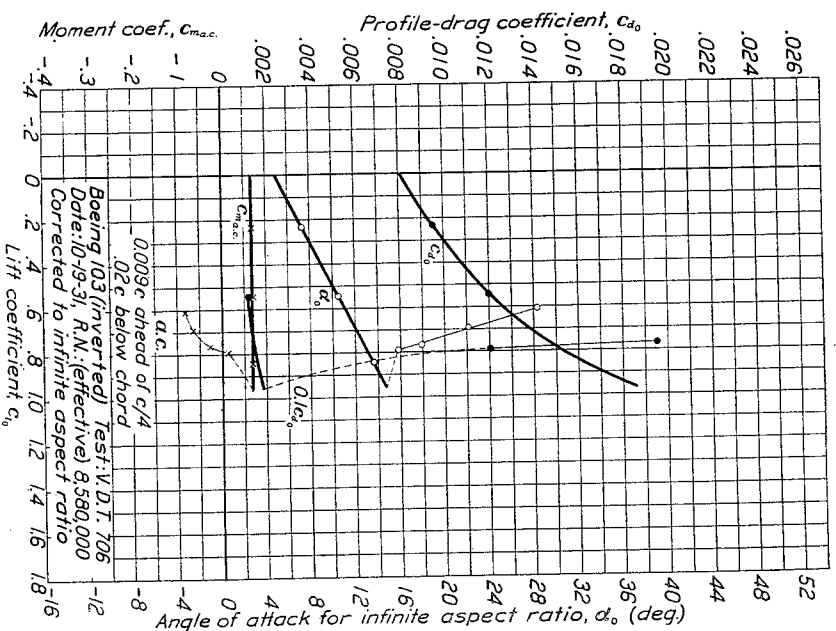


FIGURE 2.—Boeing 103 airfoil (inverted).



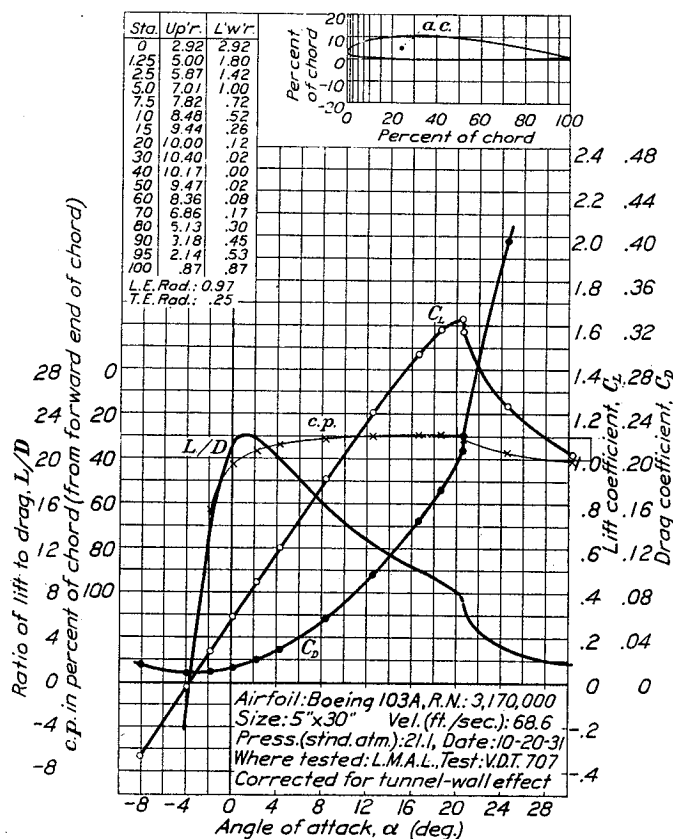


FIGURE 3.—Boeing 103 A airfoil.

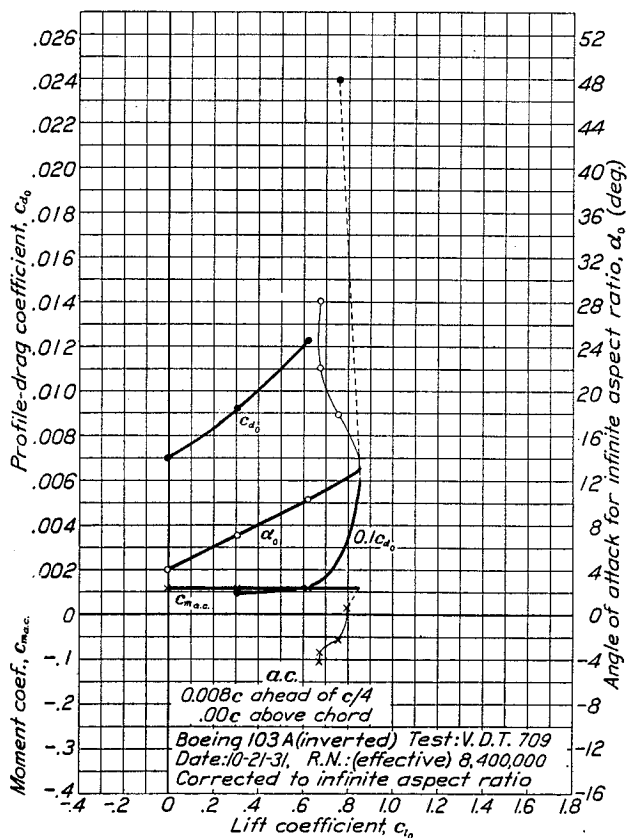
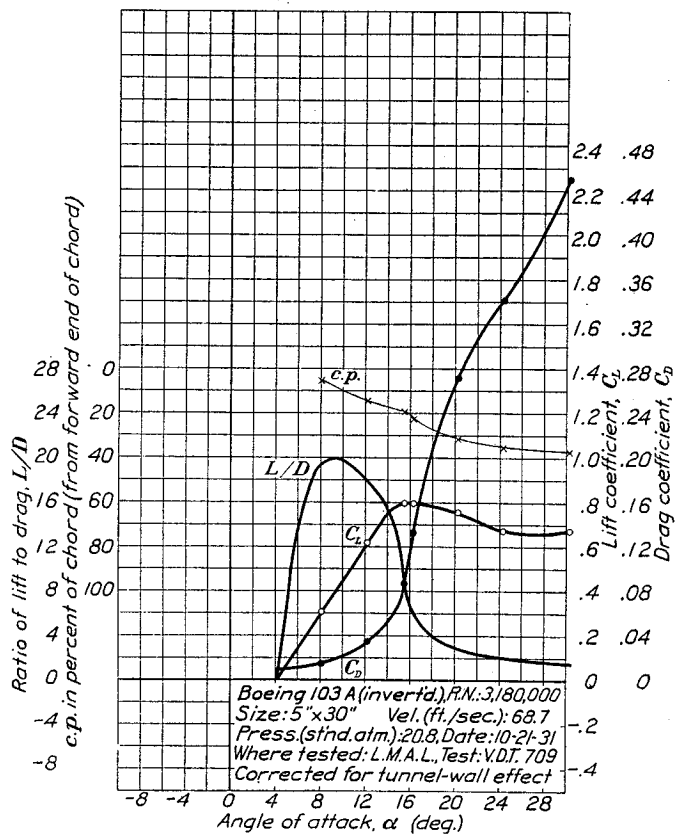
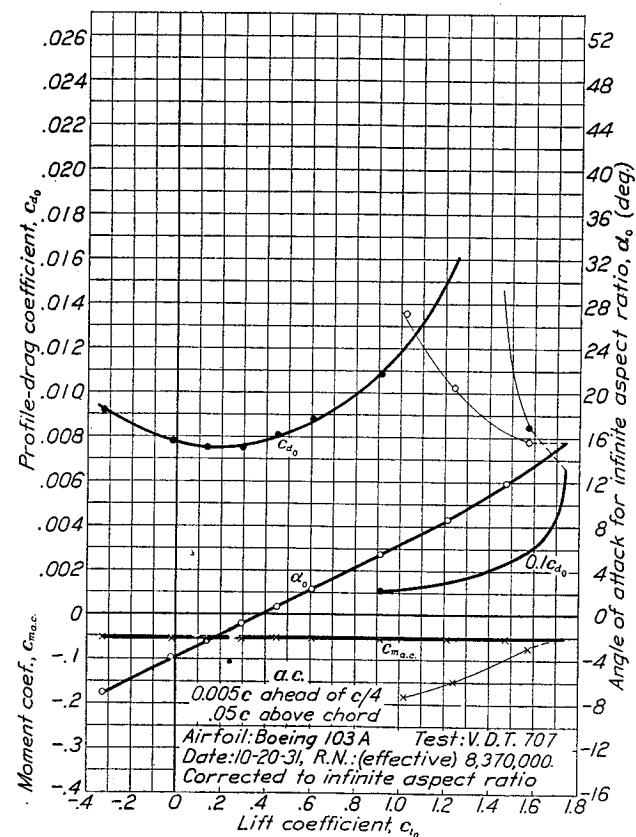


FIGURE 4.—Boeing 103 A airfoil (inverted).

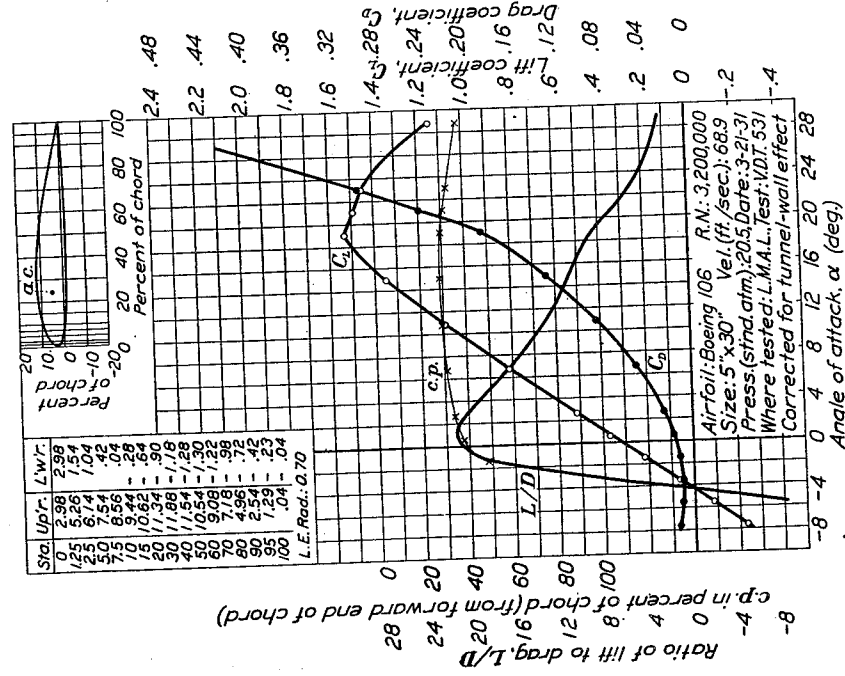


FIGURE 5.—Boeing 106 airfoil.

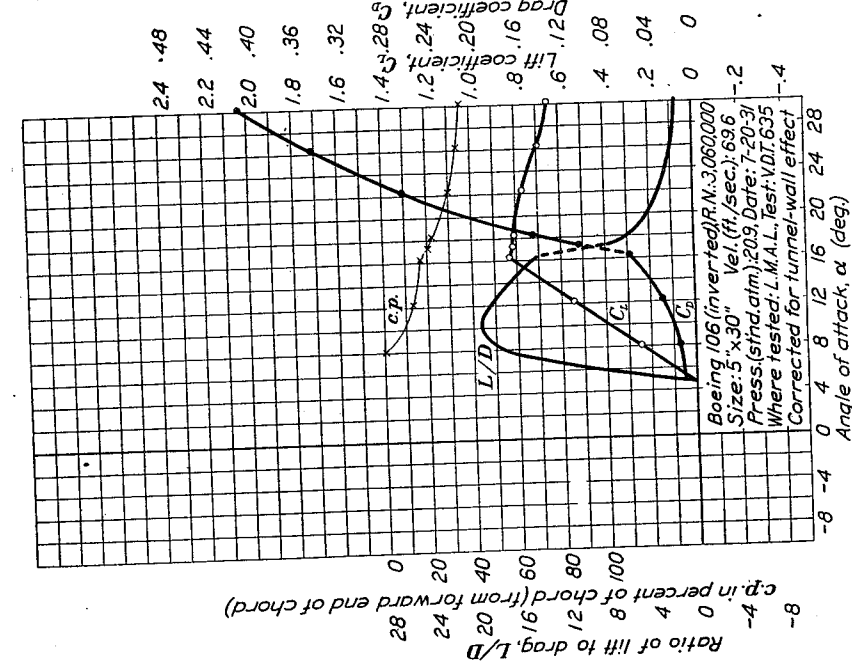
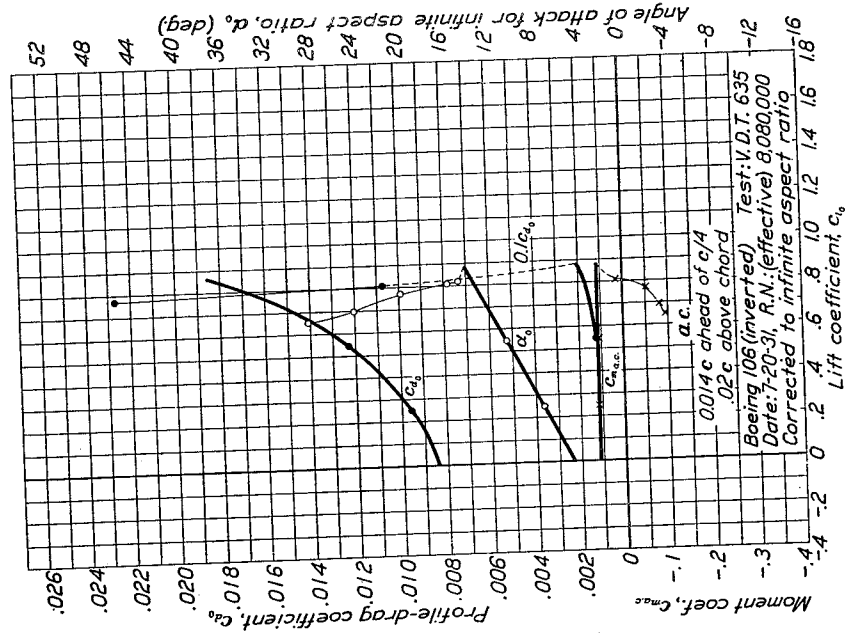
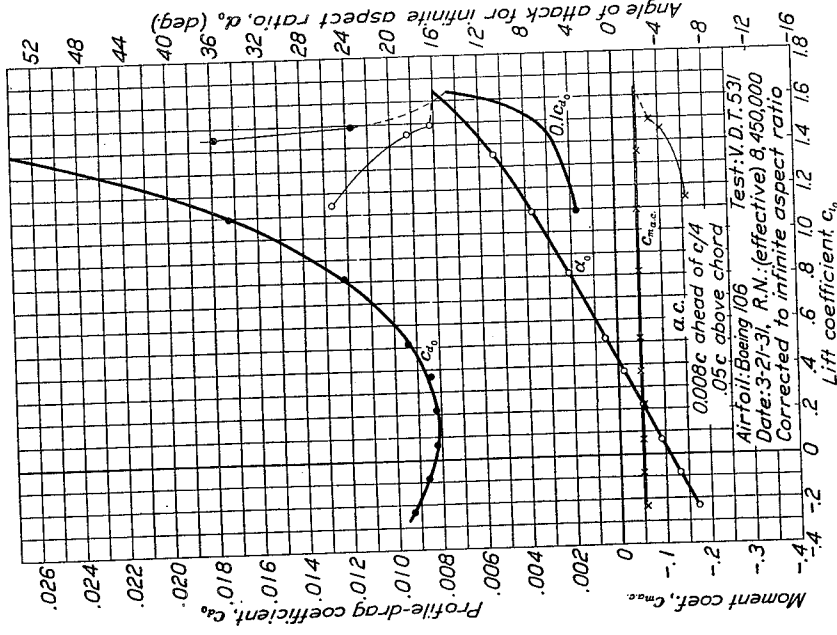


FIGURE 6.—Boeing 106 airfoil (inverted).



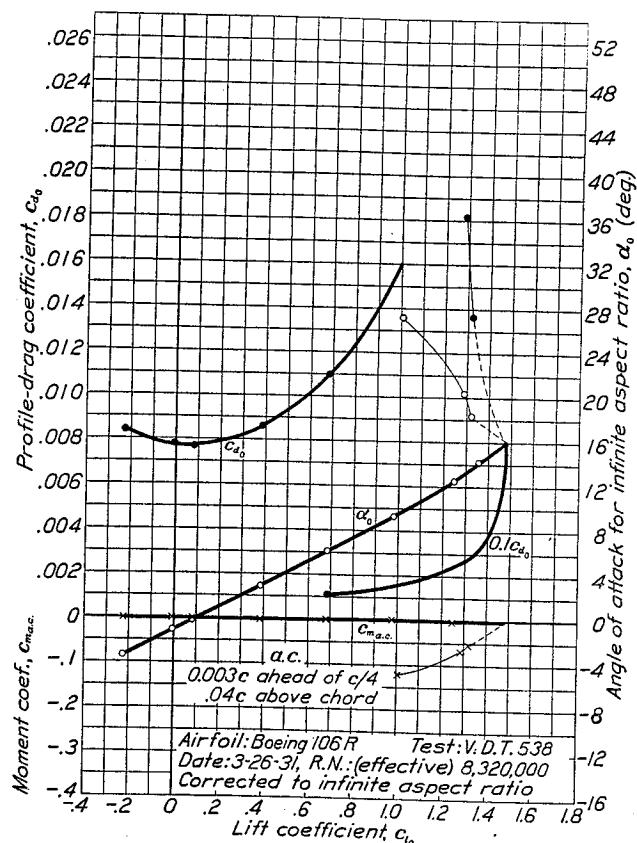


FIGURE 7.—Boeing 106 R airfoil.

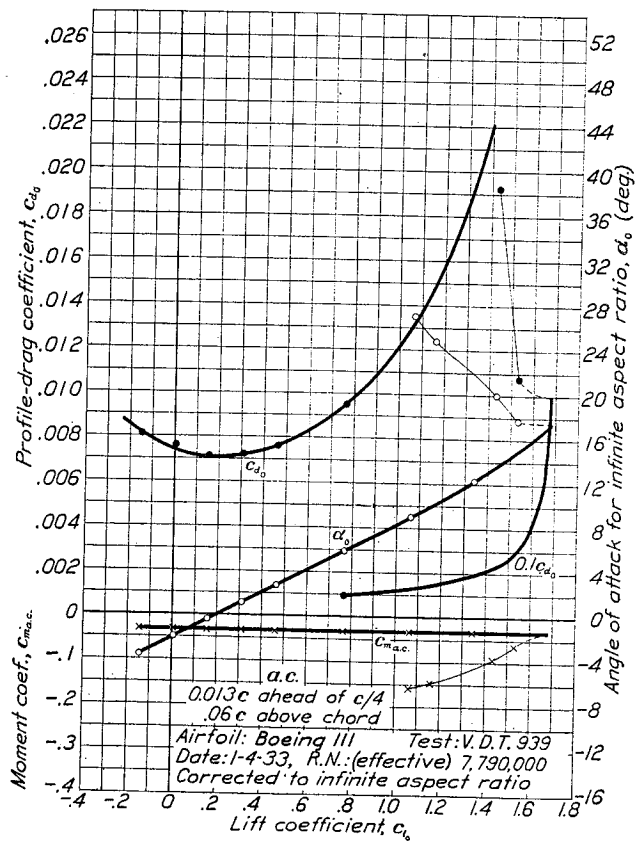


FIGURE 8.—Boeing 111 airfoil.

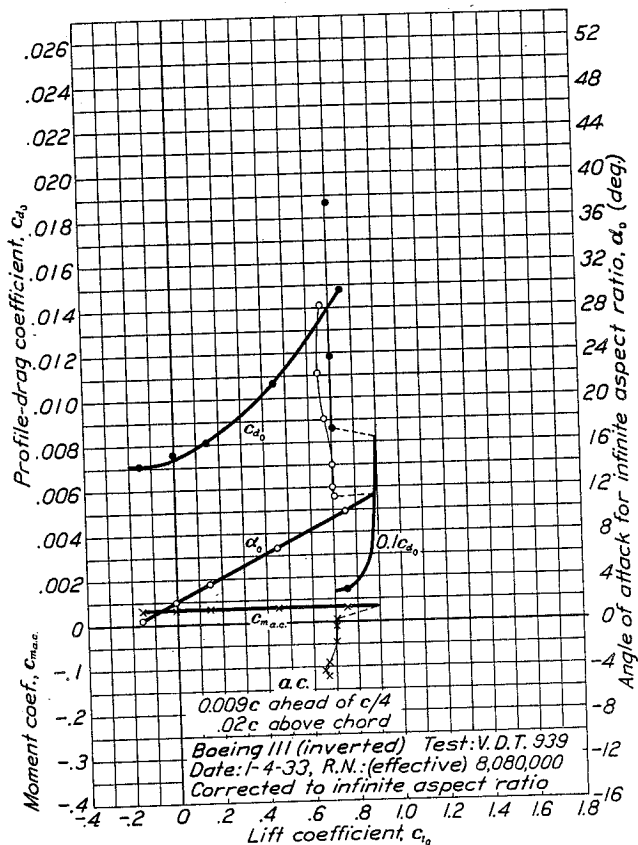
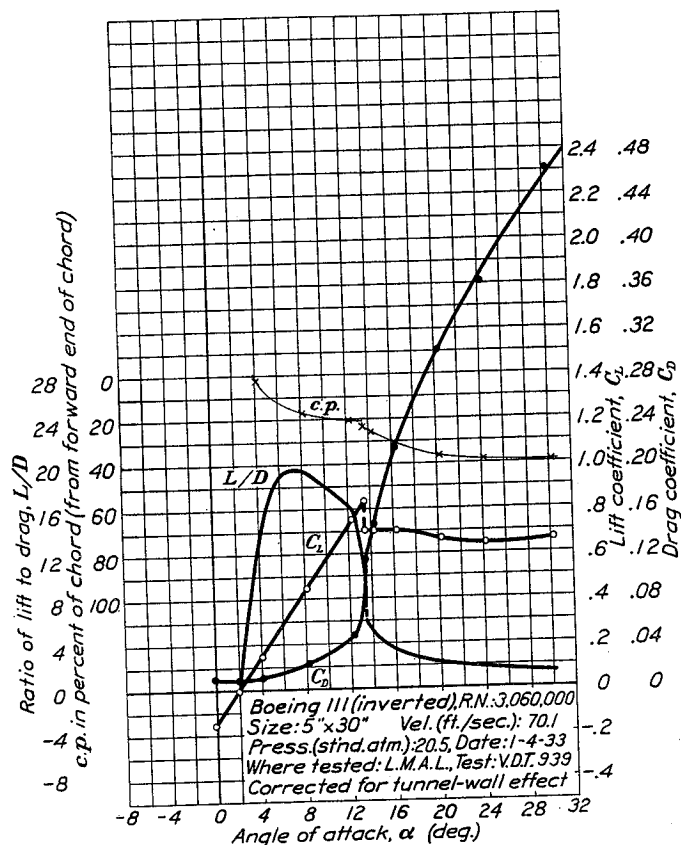


FIGURE 9.—Boeing 111 airfoil (inverted).

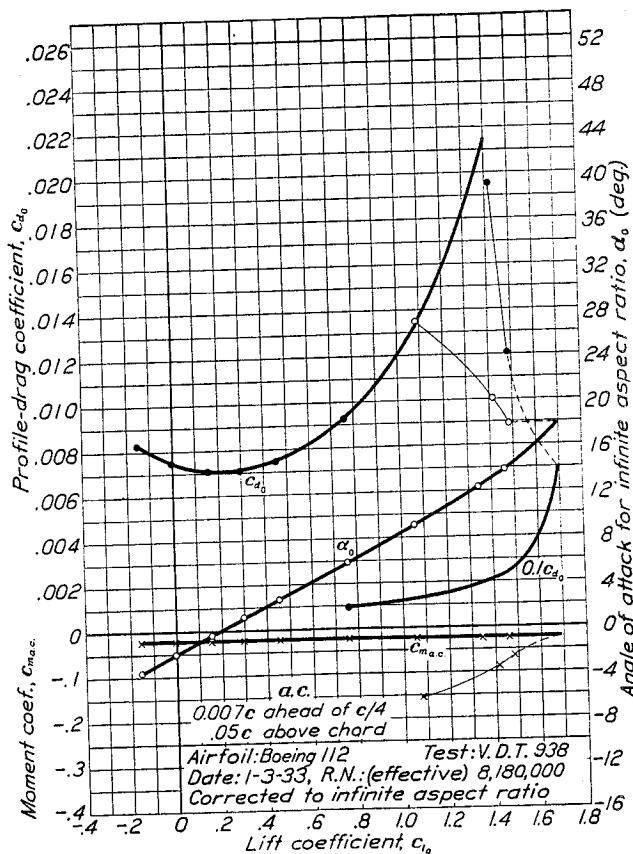
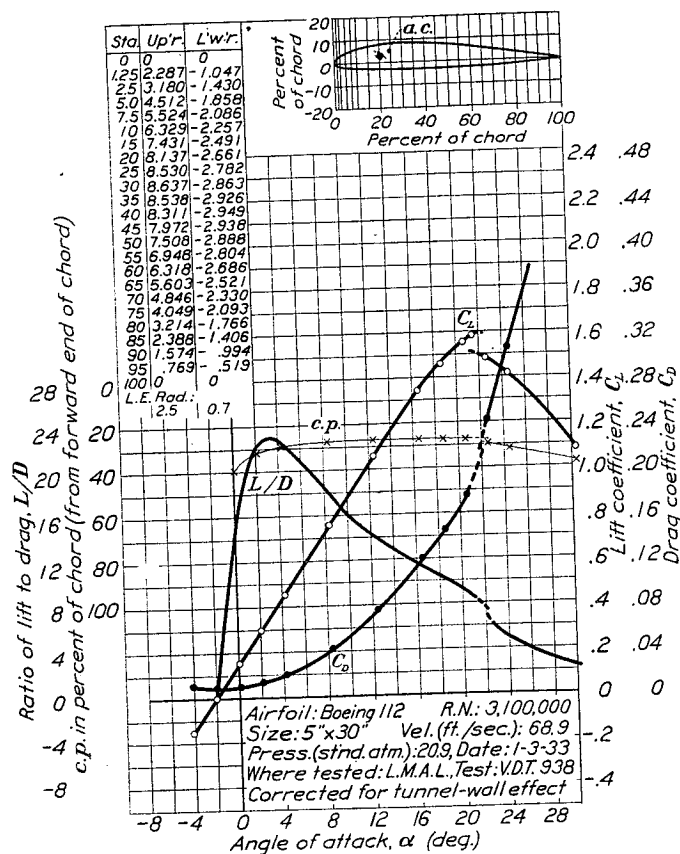


FIGURE 10.—Boeing 112 airfoil.

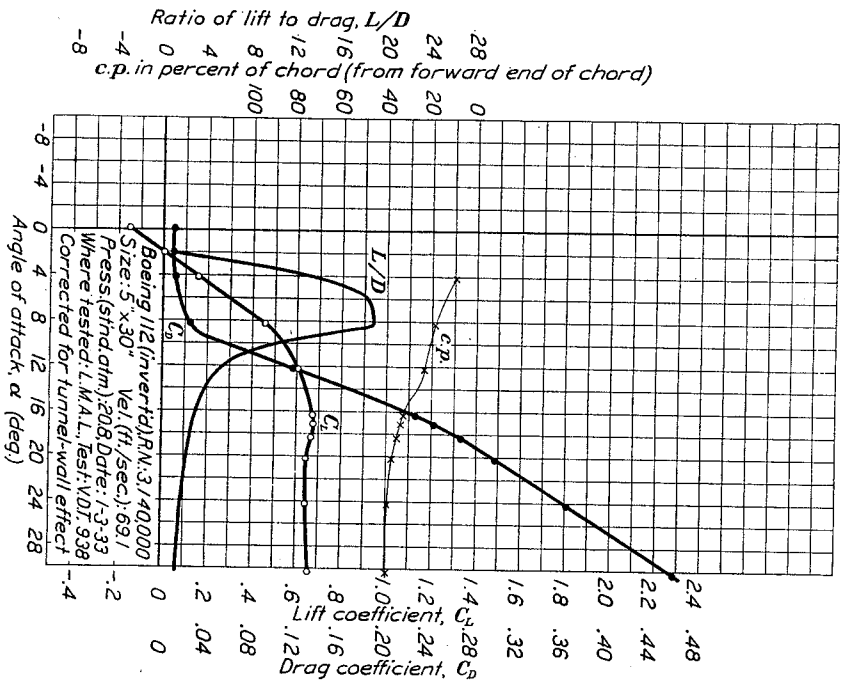


FIGURE 11.—Boeing 112 airfoil (inverted).

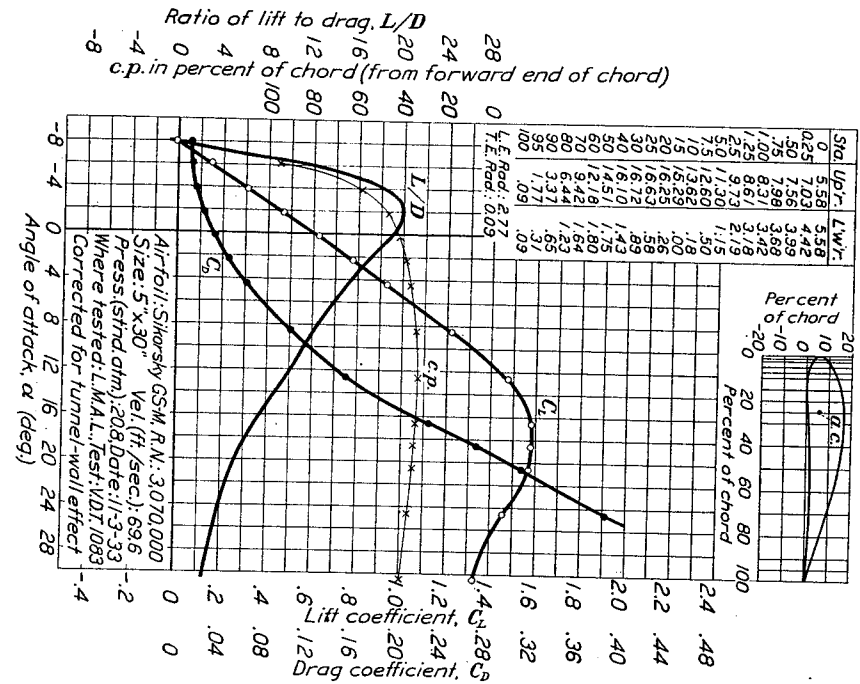
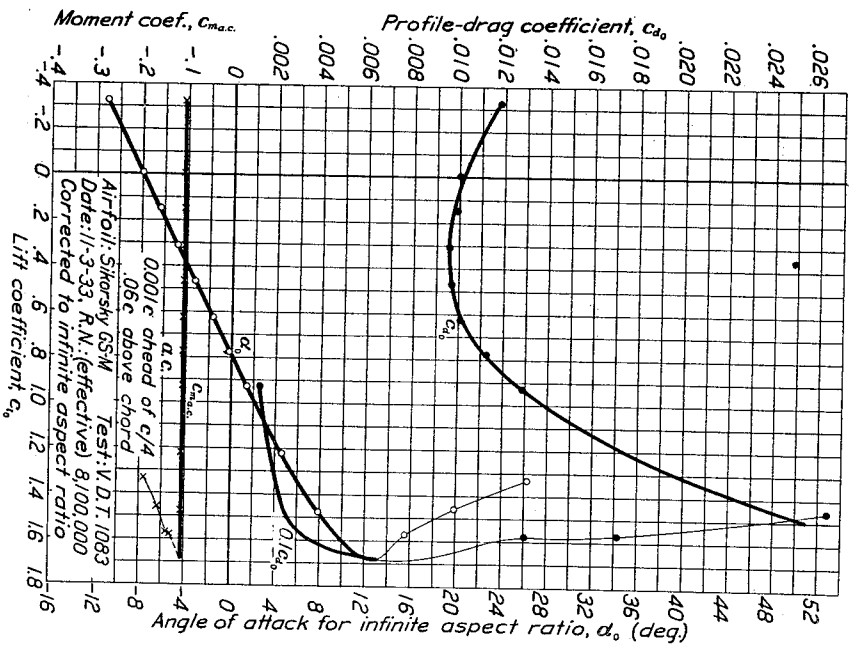
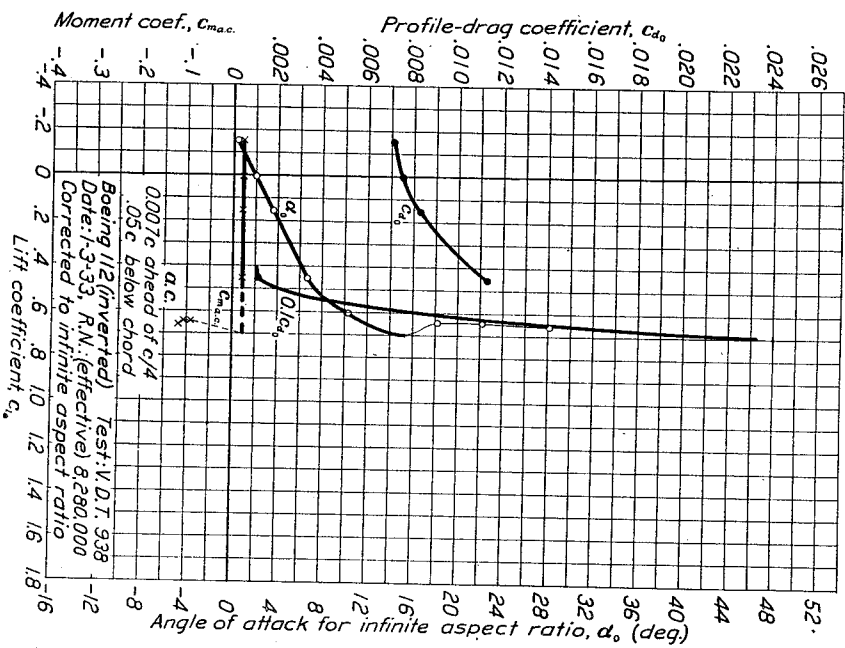


FIGURE 12.—Sikorsky GS-M airfoil.



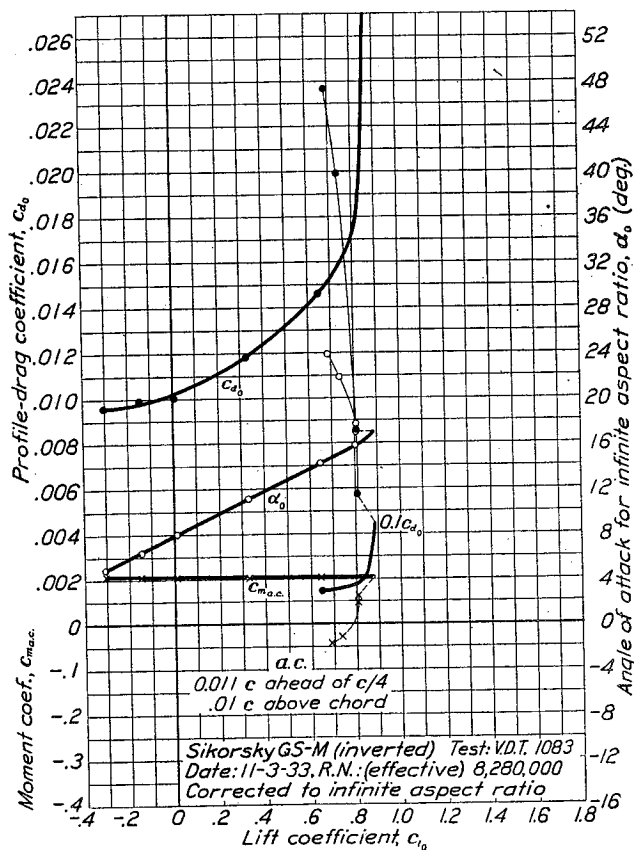
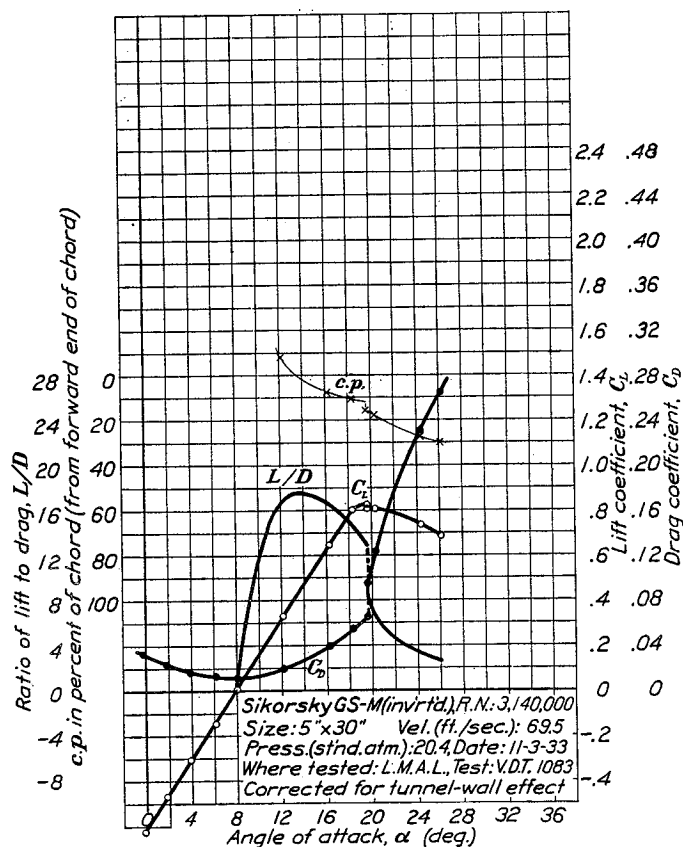


FIGURE 13.—Sikorsky GS-M airfoil (inverted).

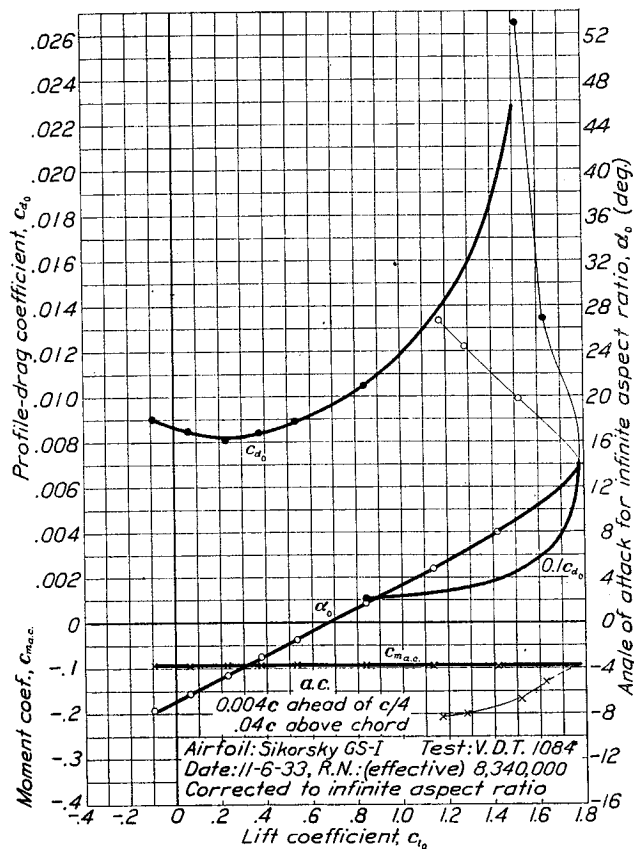
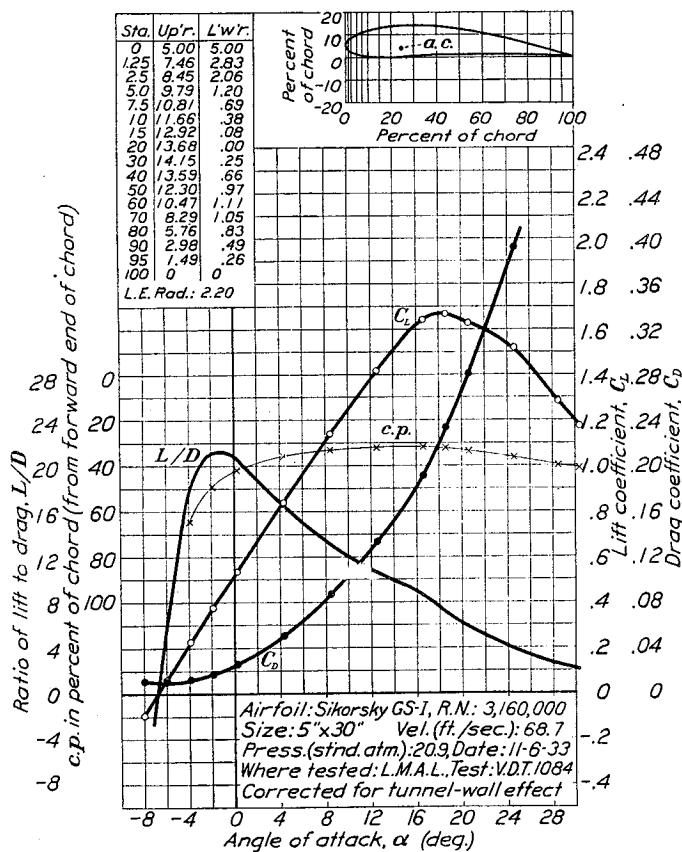


FIGURE 14.—Sikorsky GS-I airfoil.

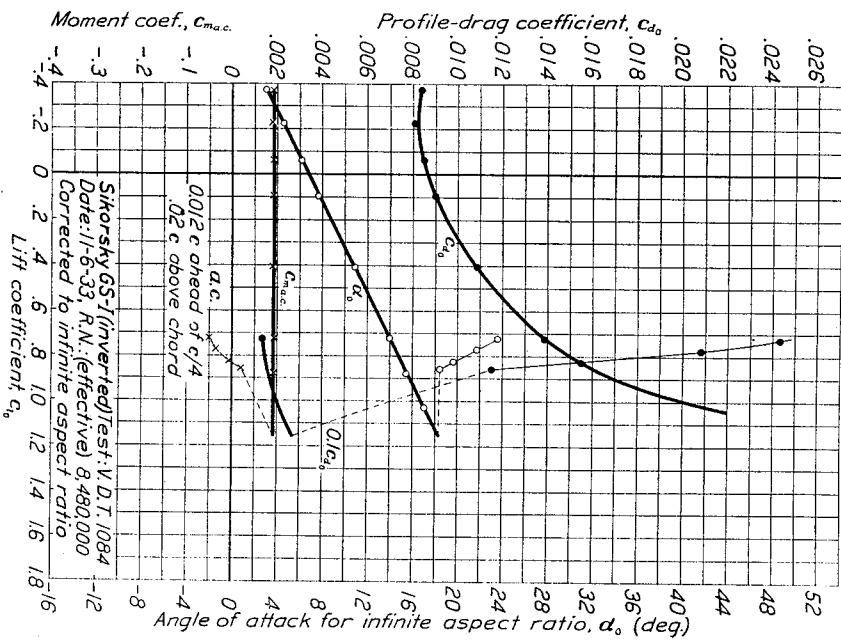


FIGURE 15.—Sikorsky GS-1 airfoil (inverted).

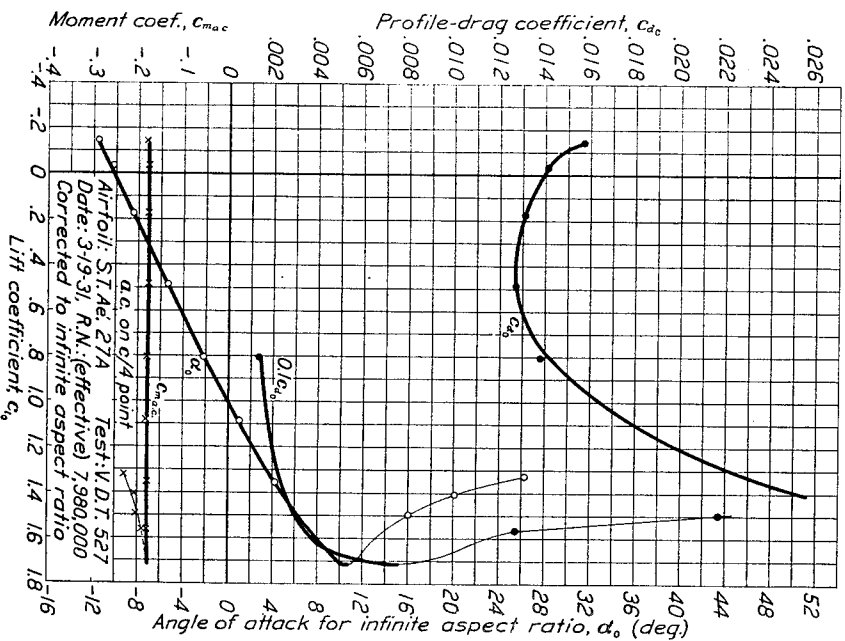


FIGURE 16.—S. T. A6, 27A airfoil.

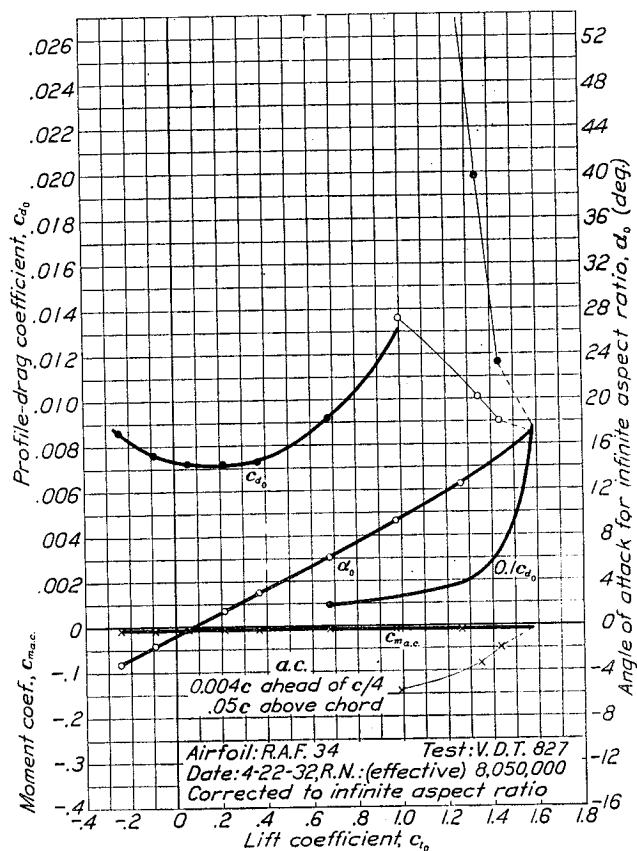
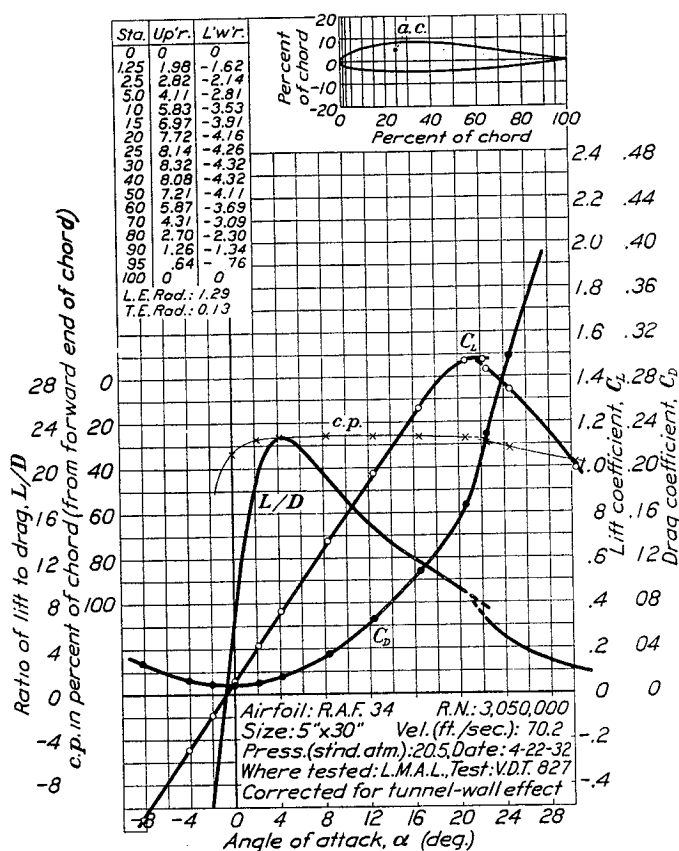


FIGURE 17.—R. A. F. 34 airfoil.

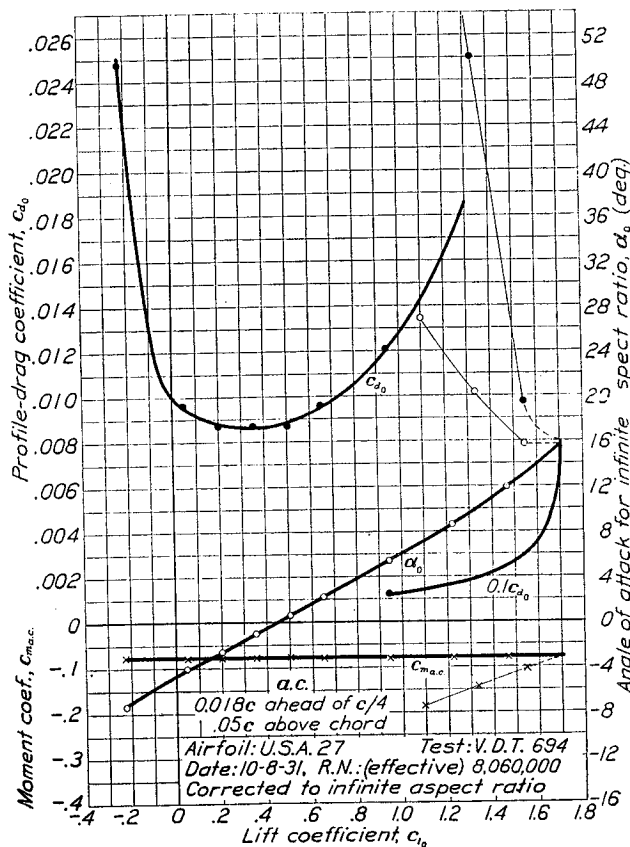
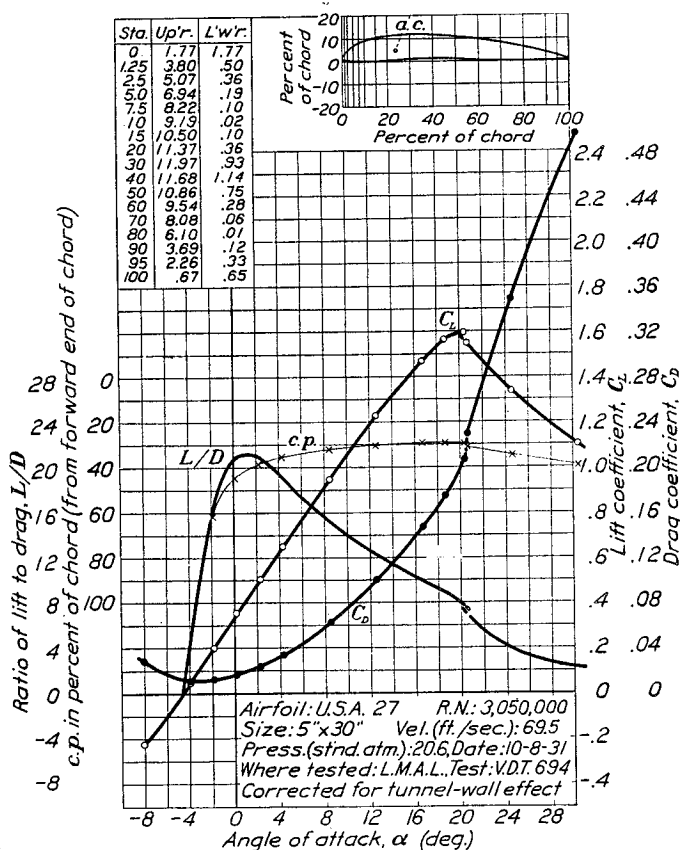


FIGURE 18.—U. S. A. 27 airfoil.

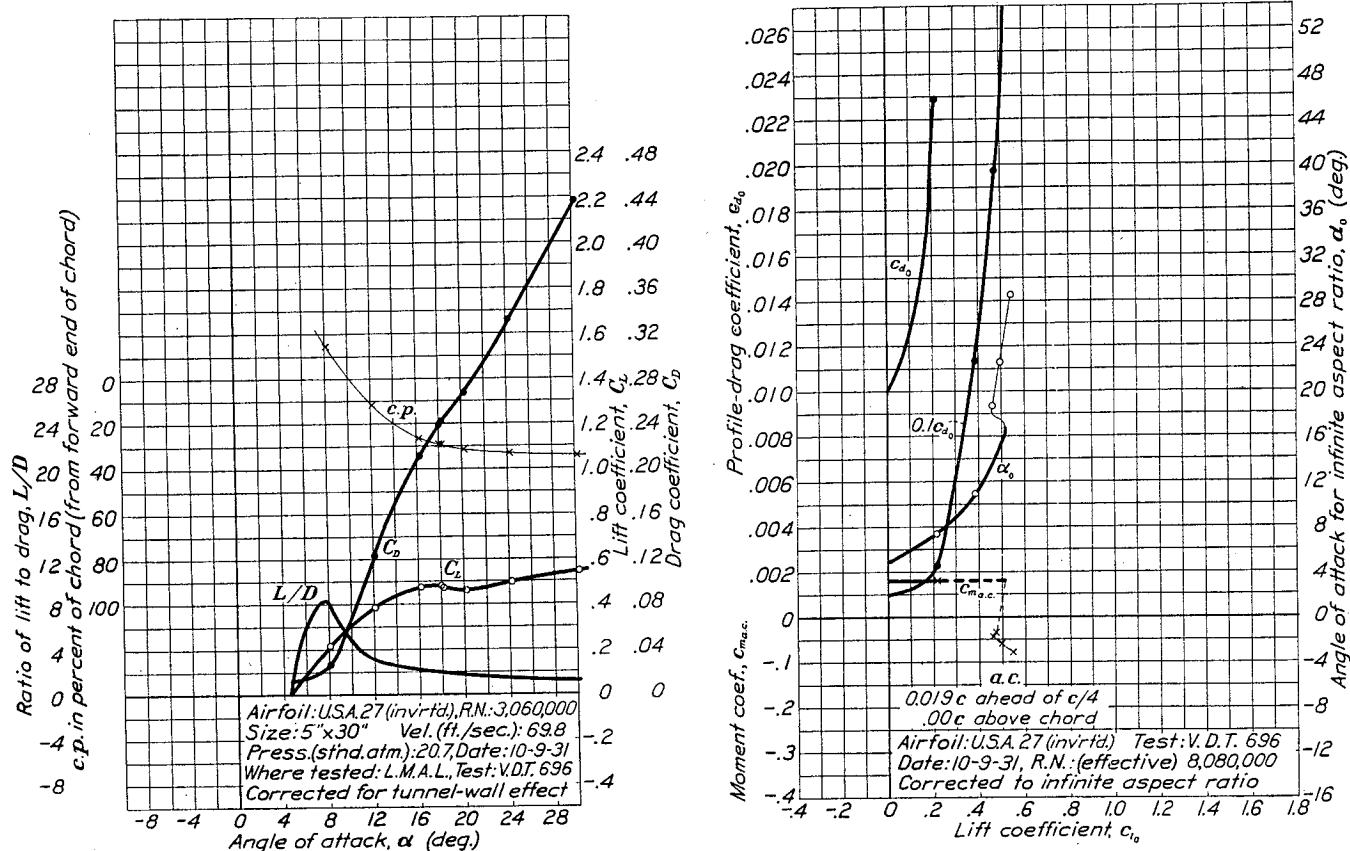


FIGURE 19.—U. S. A. 27 airfoil (inverted).

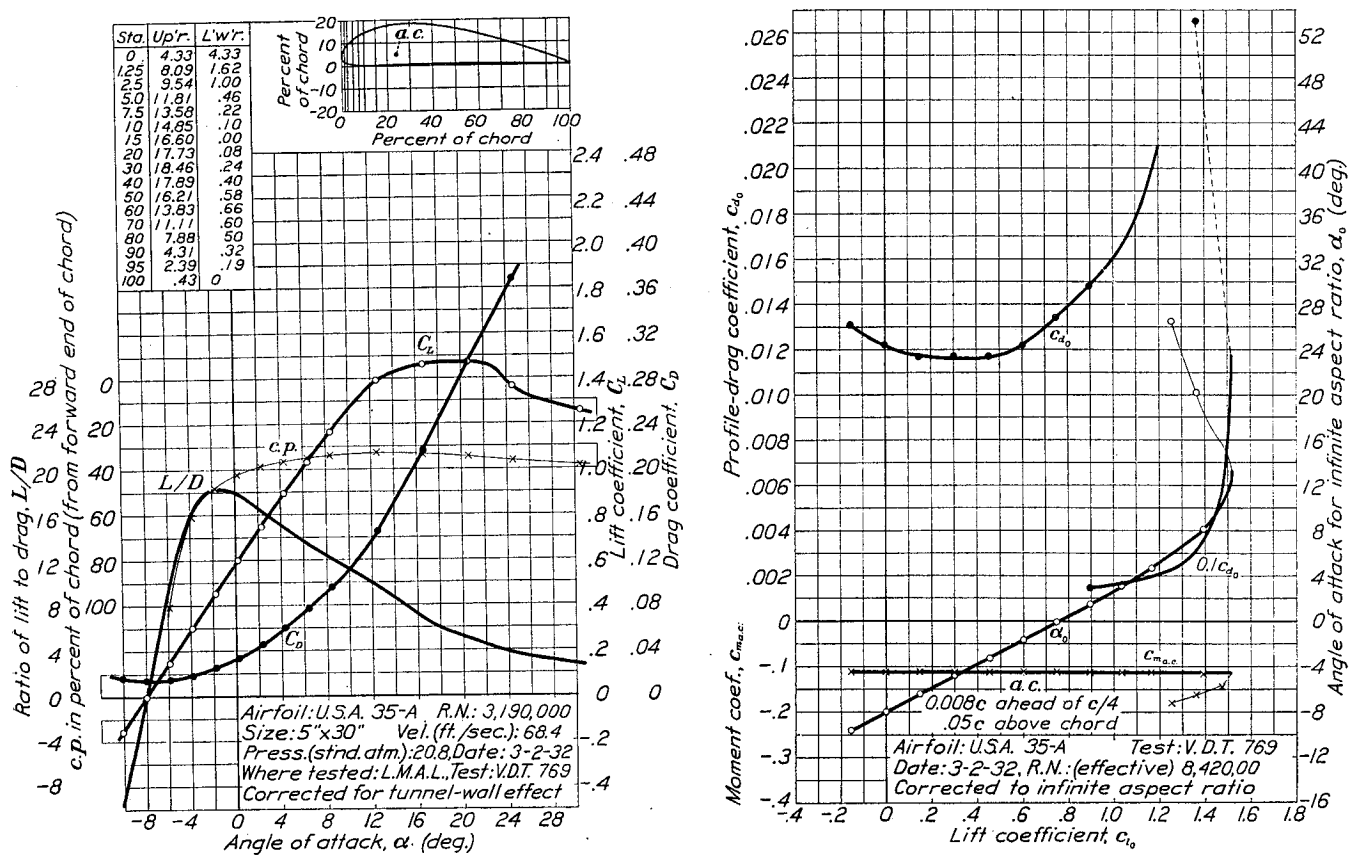


FIGURE 20.—U. S. A. 35-A airfoil.

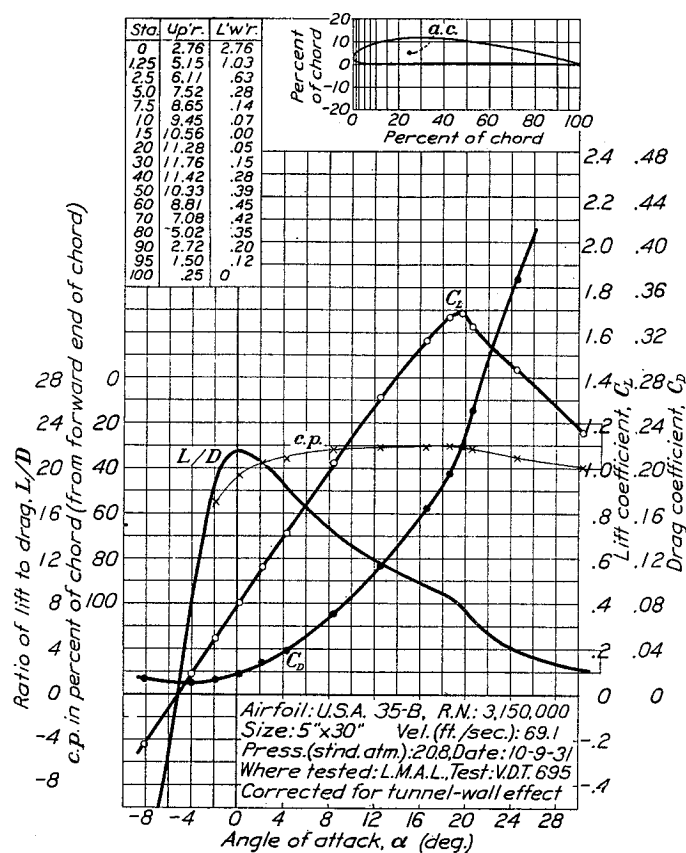


FIGURE 21.—U. S. A. 35-B airfoil.

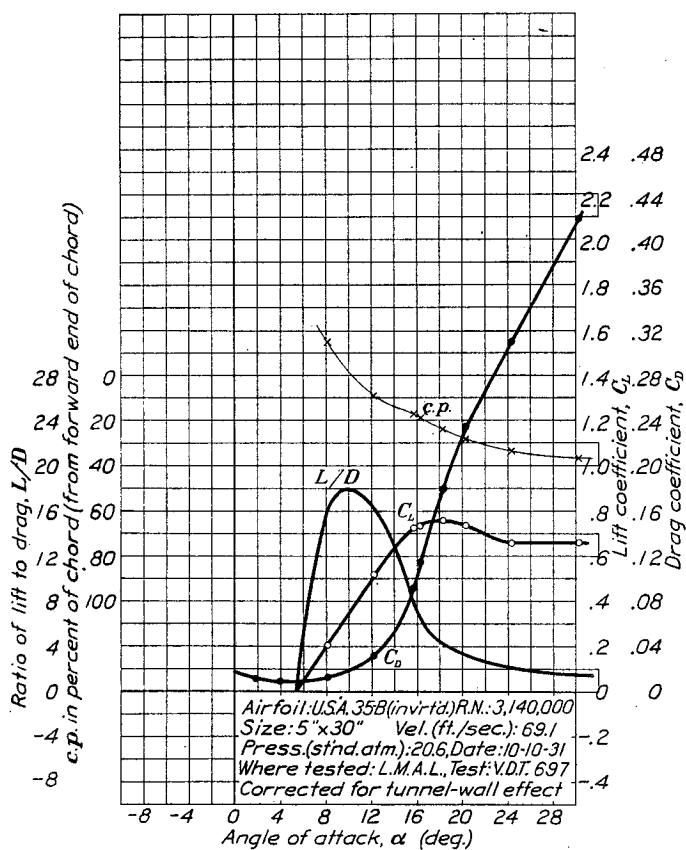
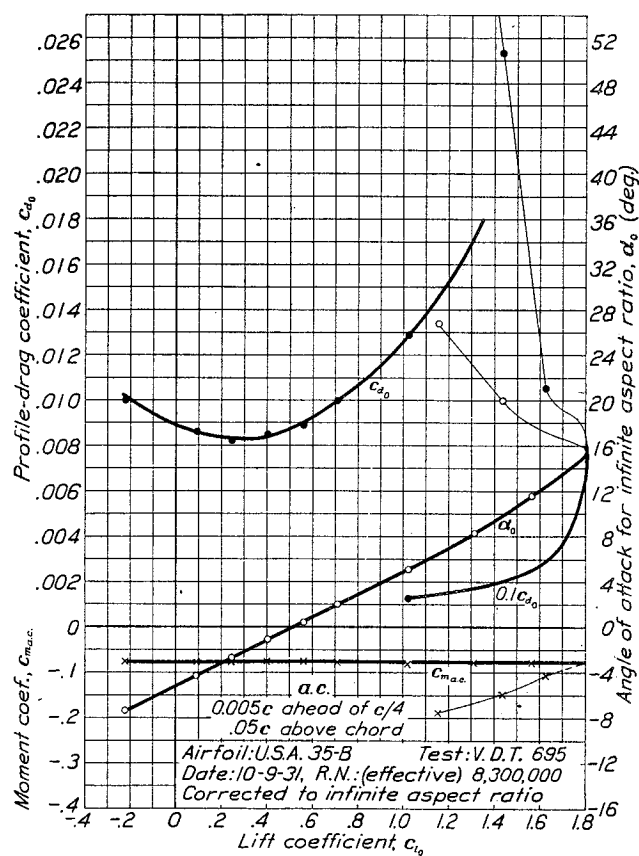
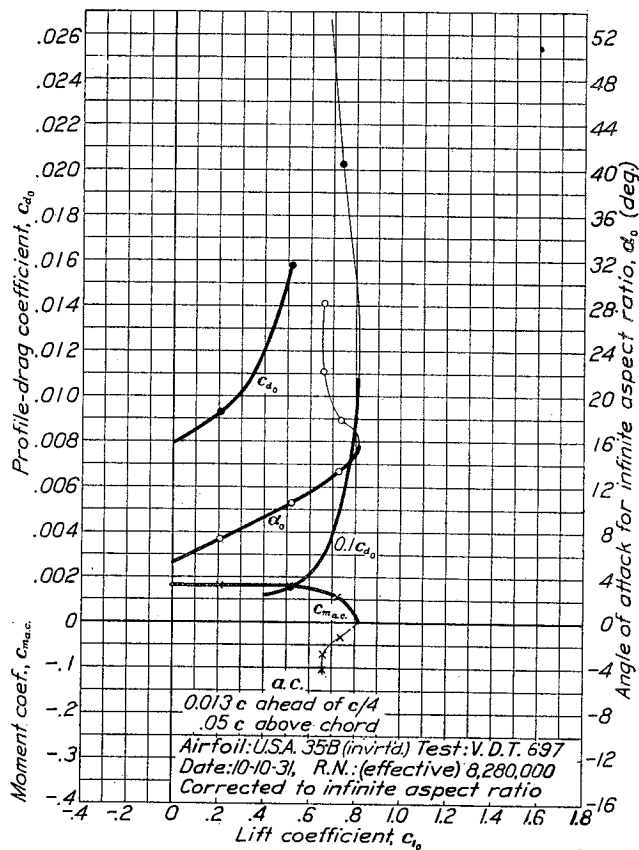


FIGURE 22.—U. S. A. 35-B airfoil (inverted).



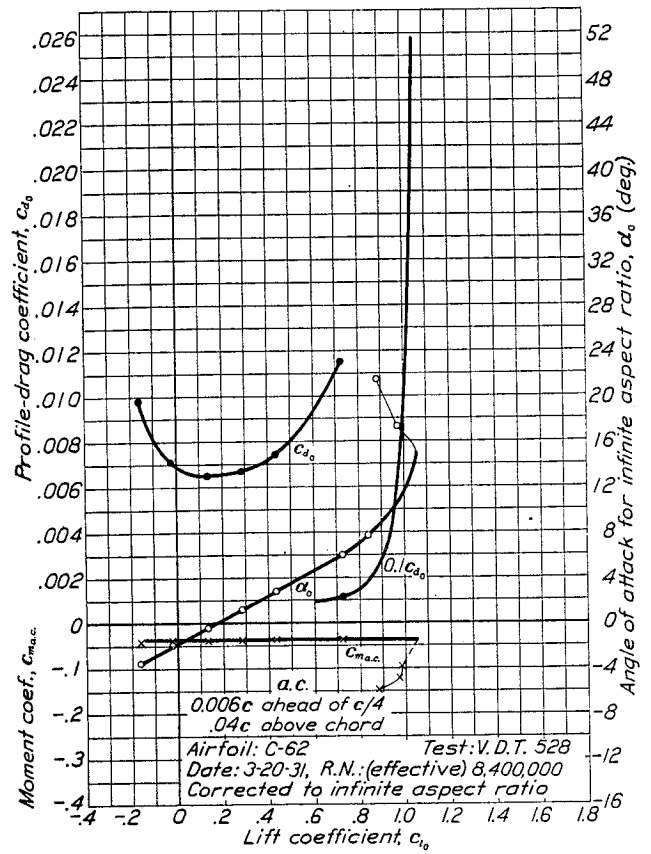
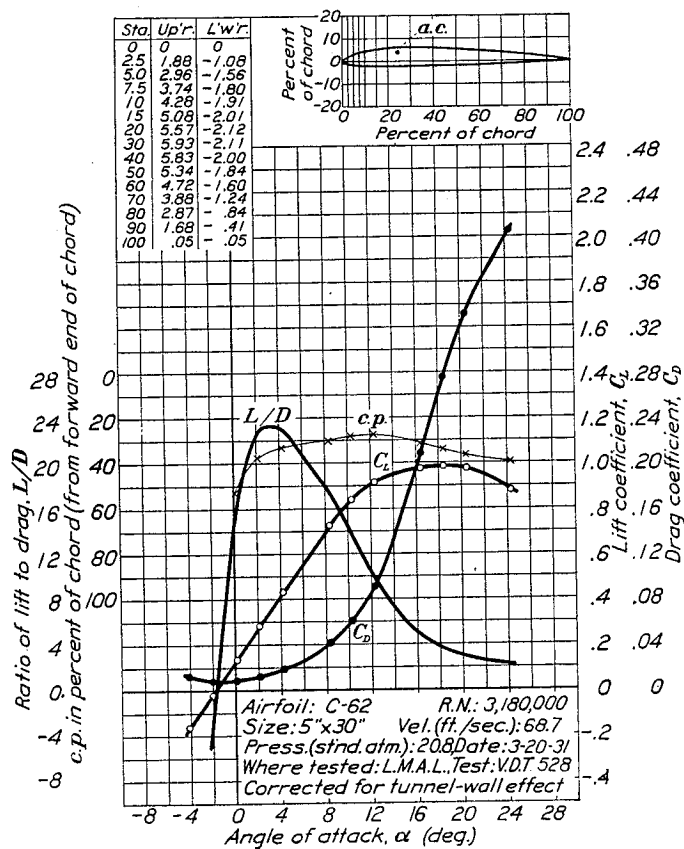


FIGURE 23.—C-62 airfoil.

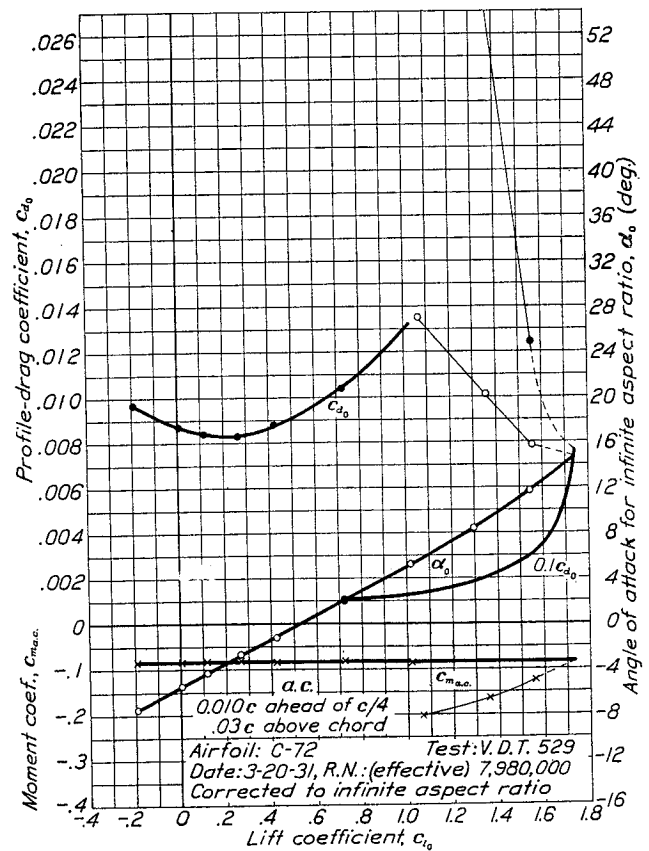
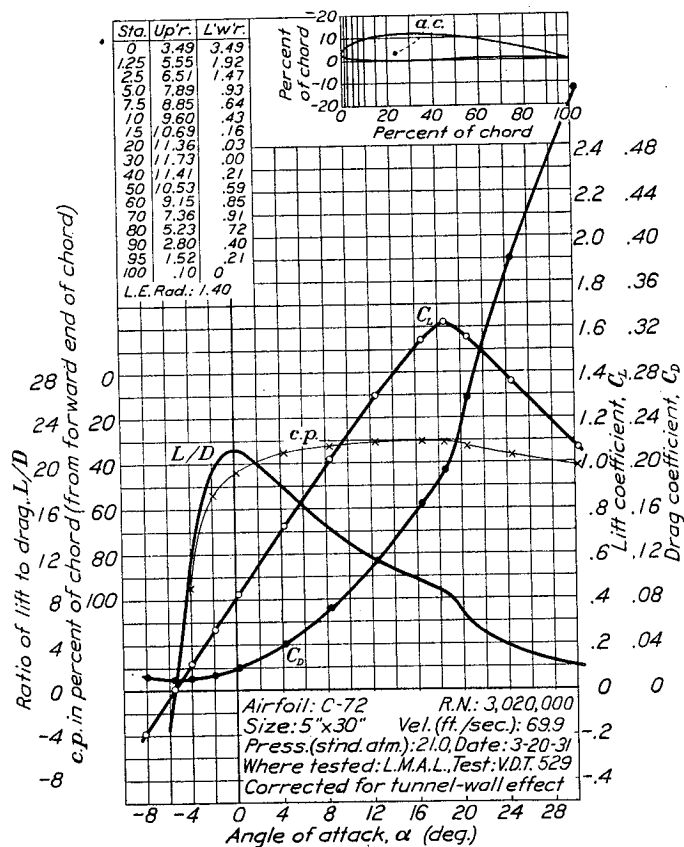


FIGURE 24.—C-72 airfoil.

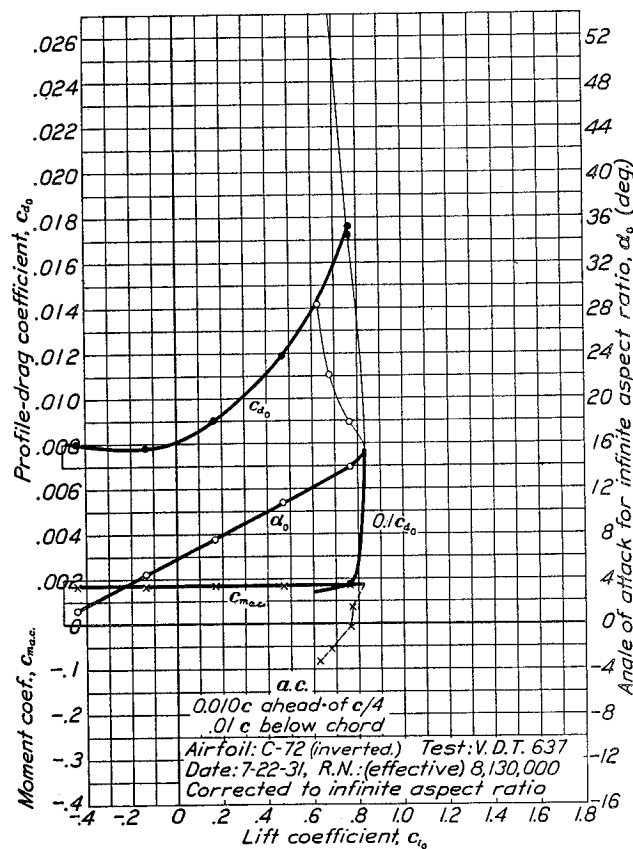
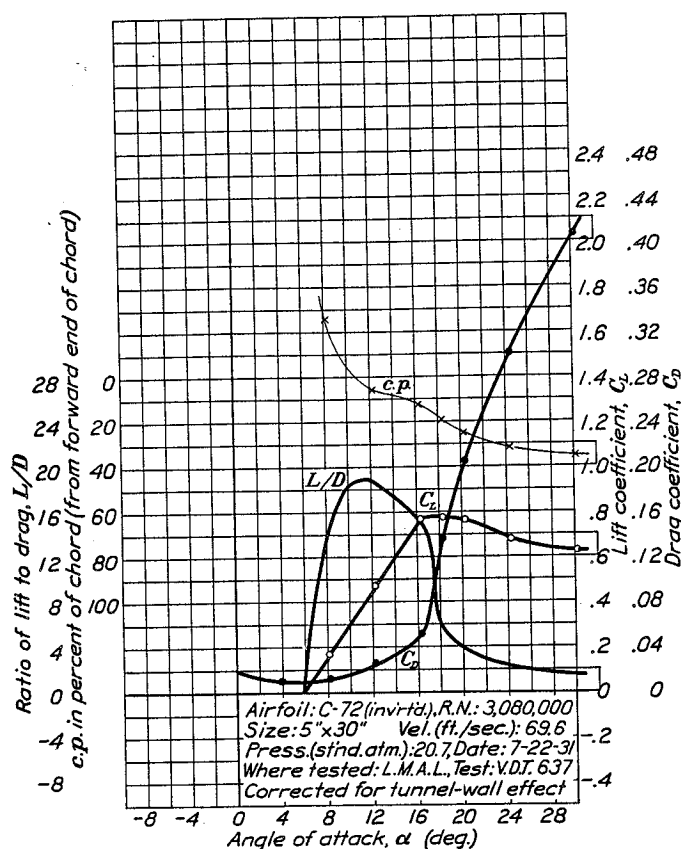


FIGURE 25.—C-72 airfoil (inverted).

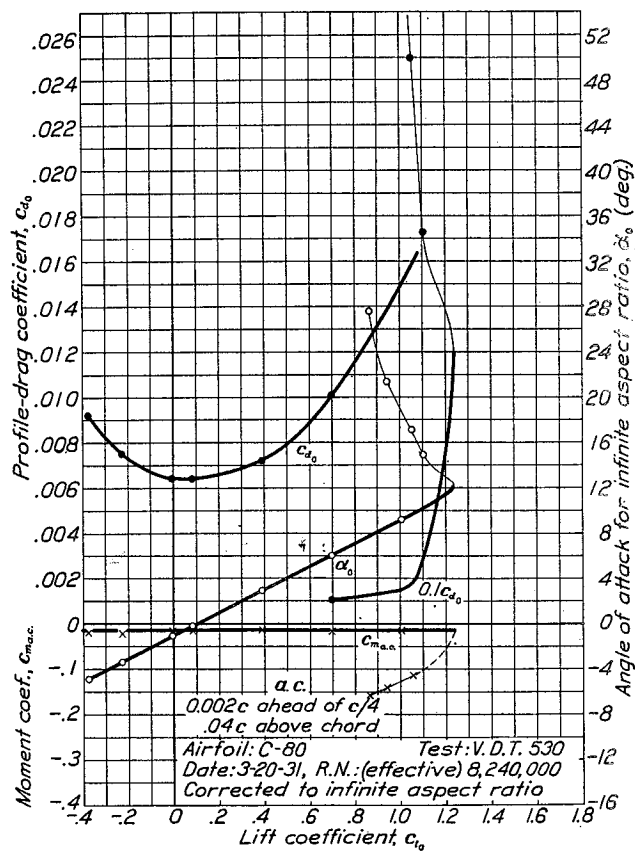
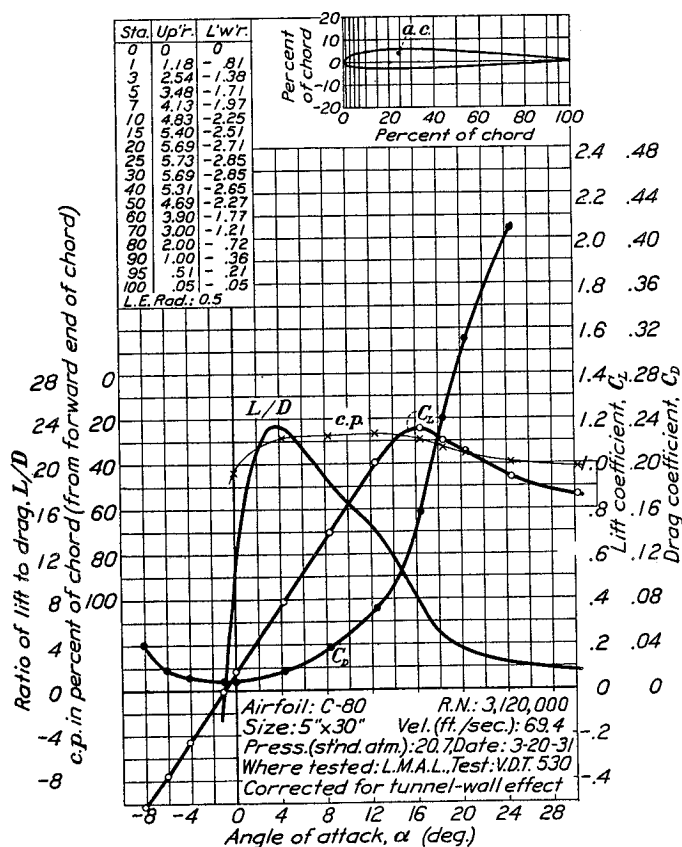


FIGURE 26.—C-80 airfoil.

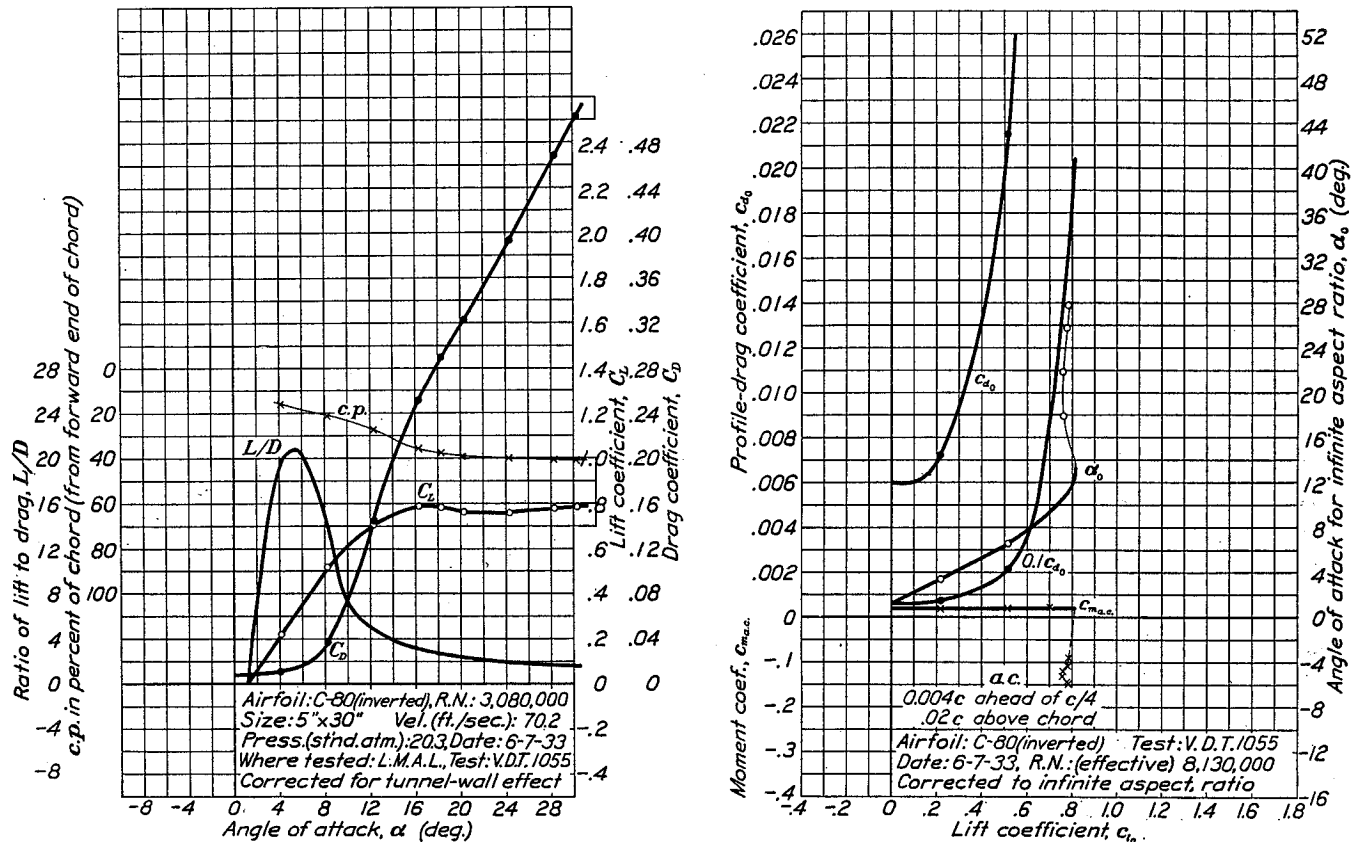


FIGURE 27.—C-80 airfoil (inverted).

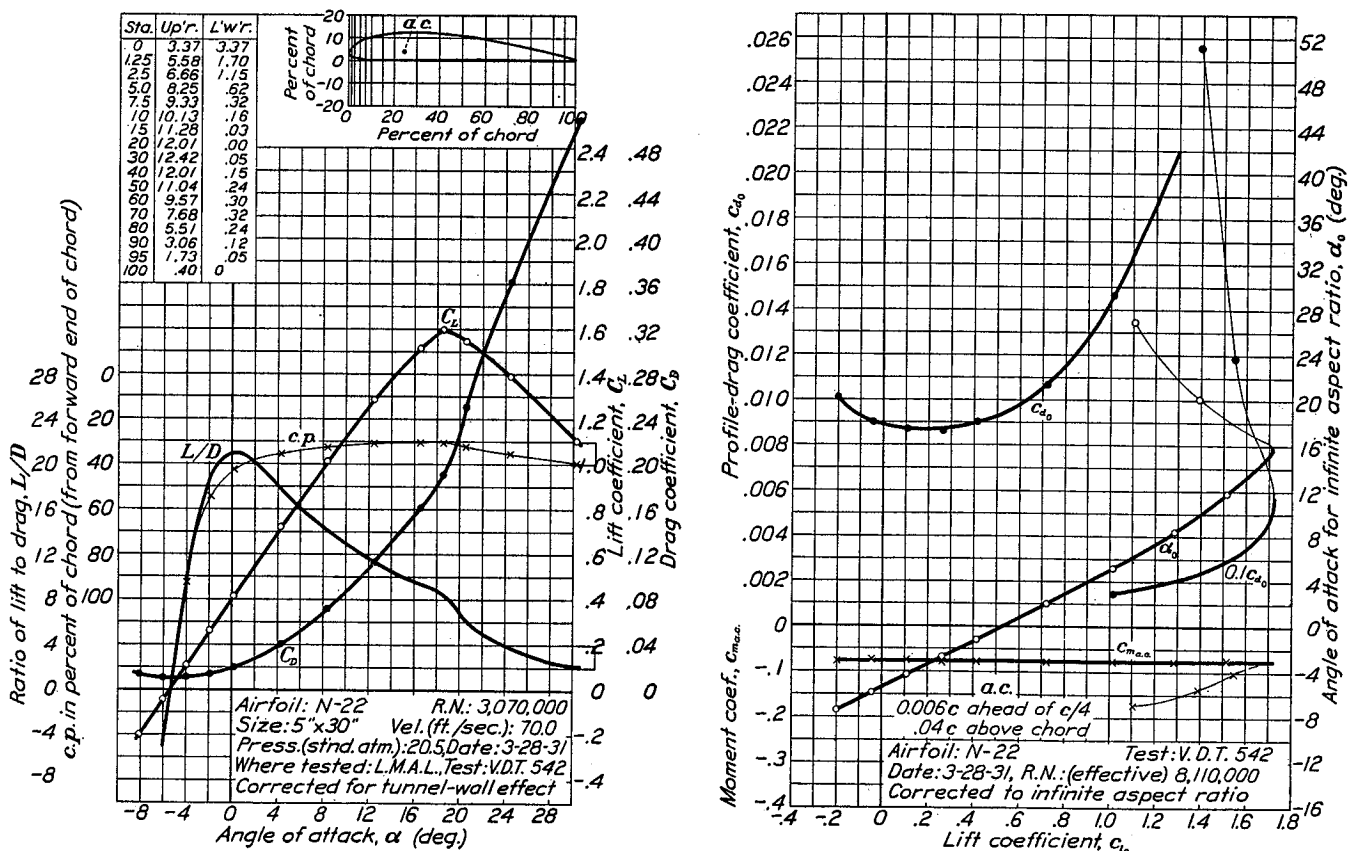


FIGURE 28.—N-22 airfoil.

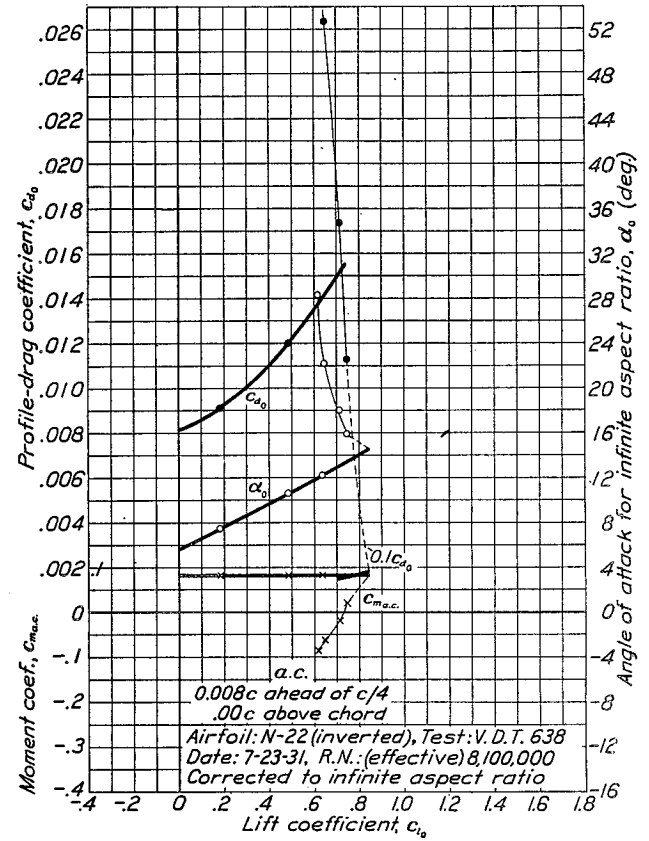
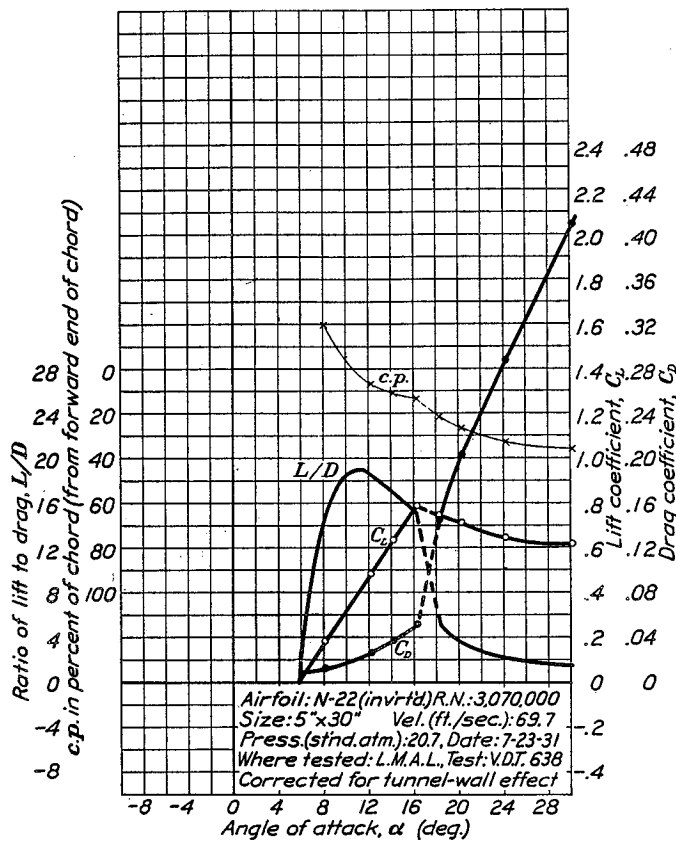


FIGURE 29.—N-22 airfoil (inverted).

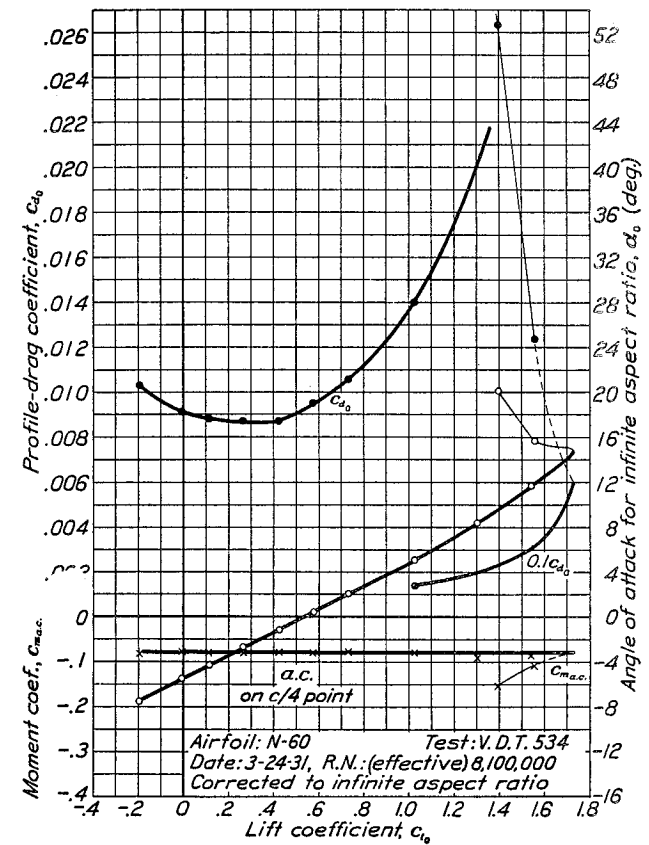
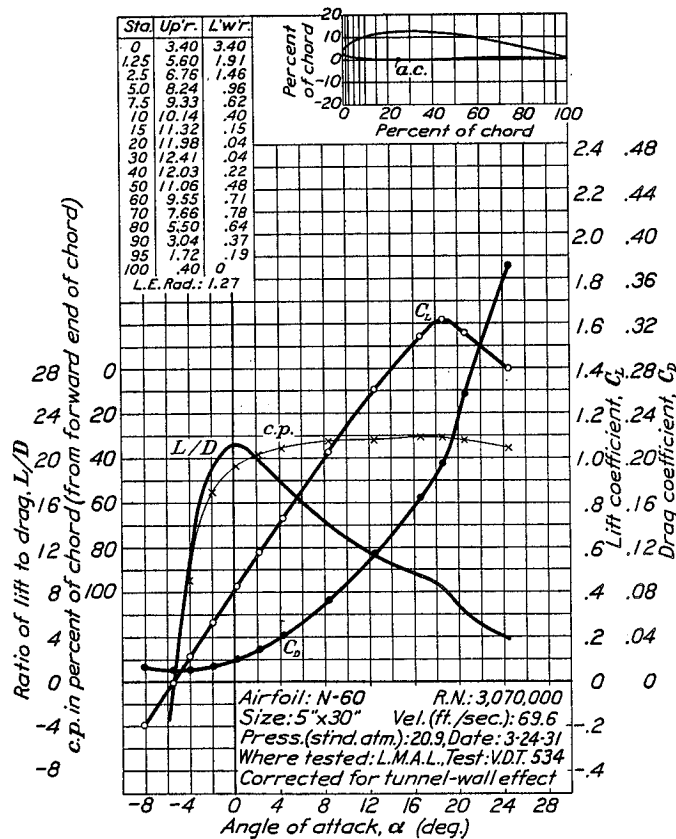


FIGURE 30.—N-60 airfoil.

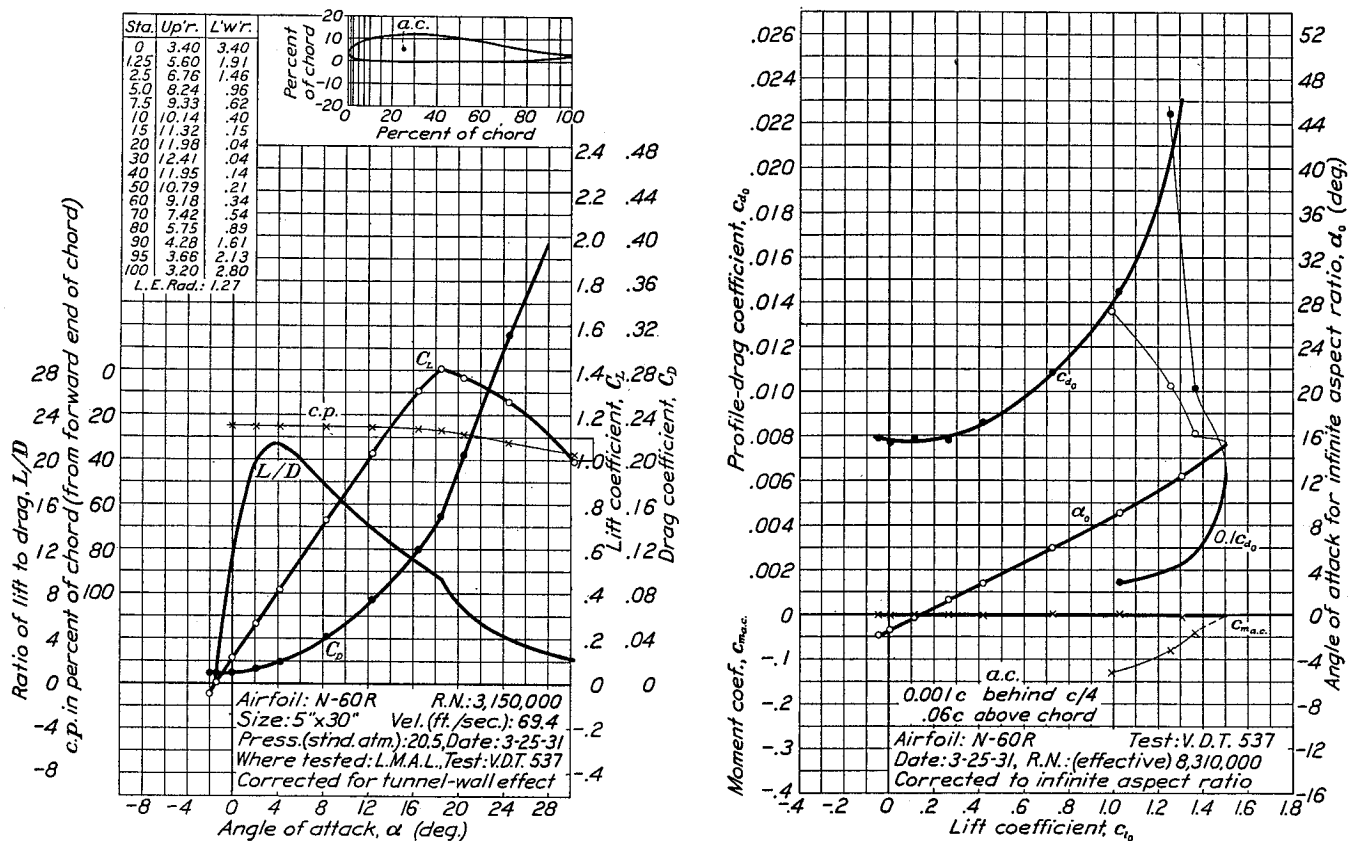


FIGURE 31.—N-60 R airfoil.

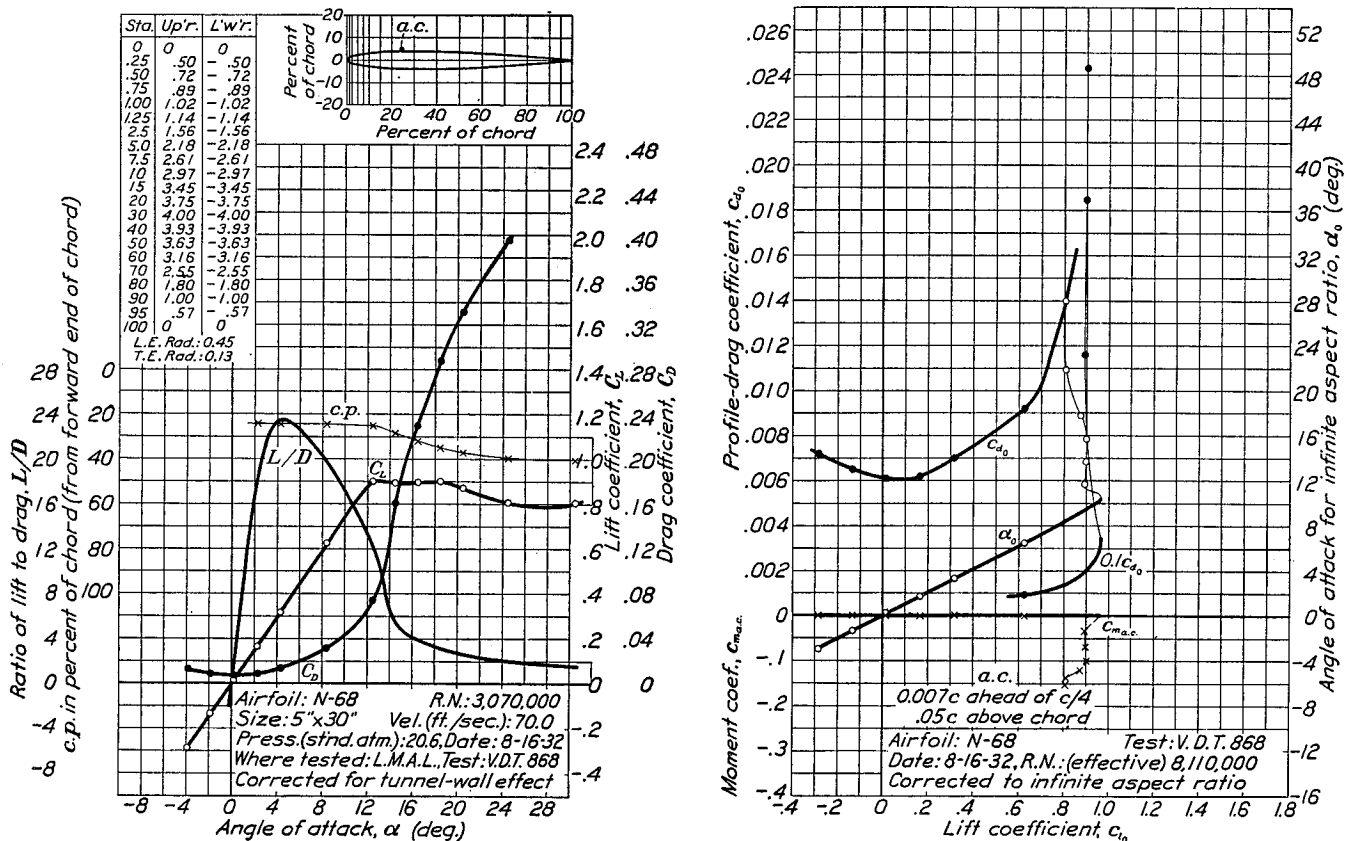


FIGURE 32.—N-68 airfoil.

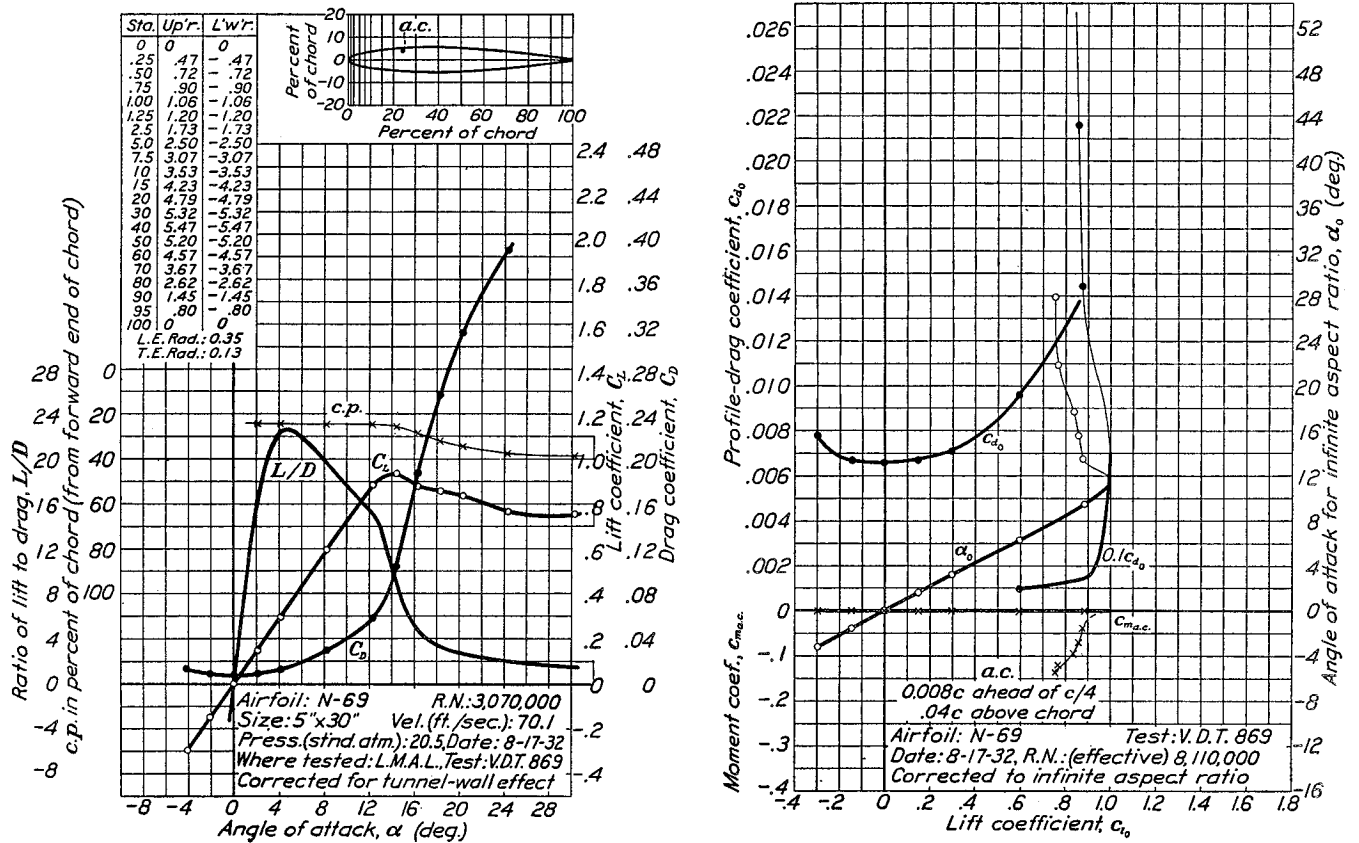


FIGURE 33.—N-69 airfoil.

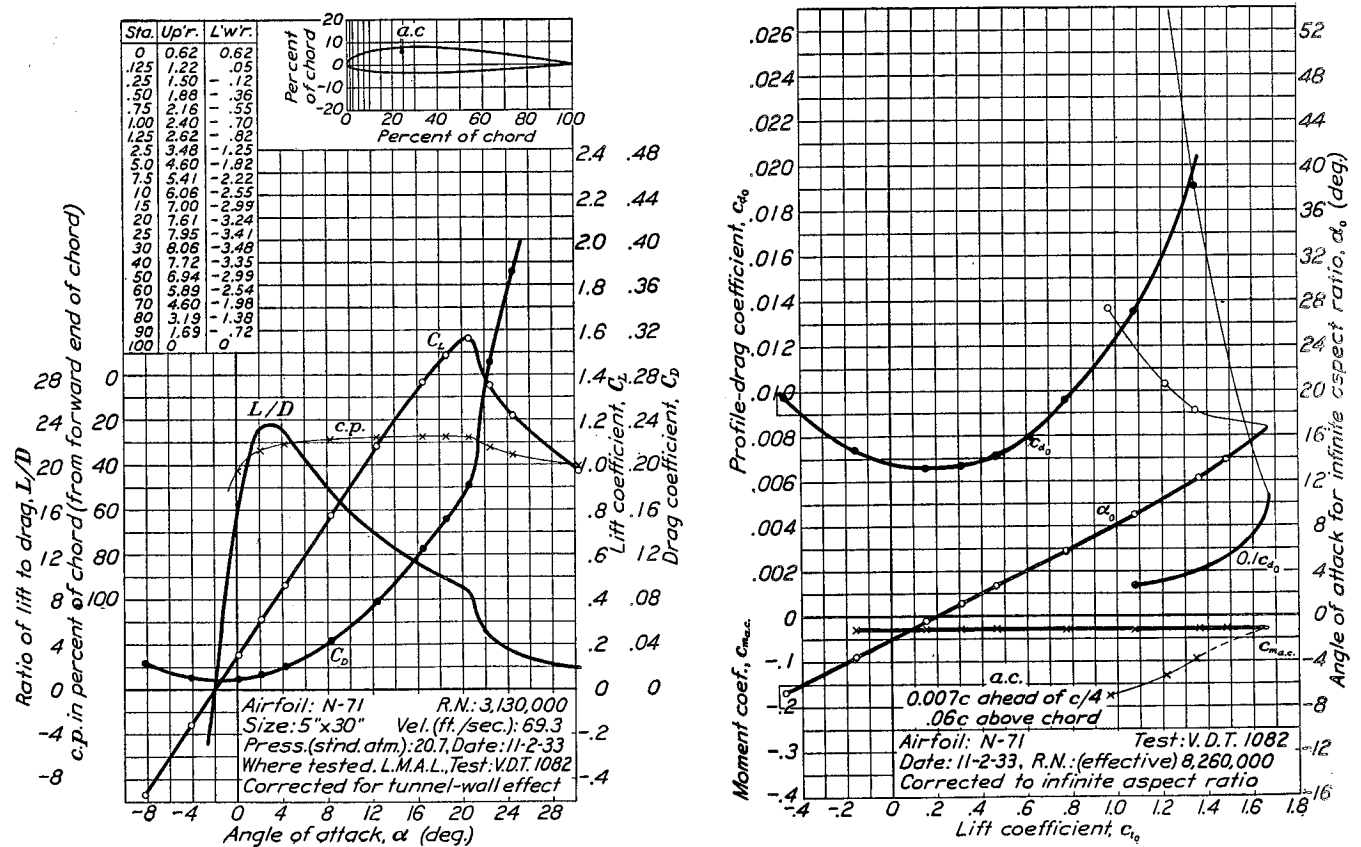


FIGURE 34.—N-71 airfoil.

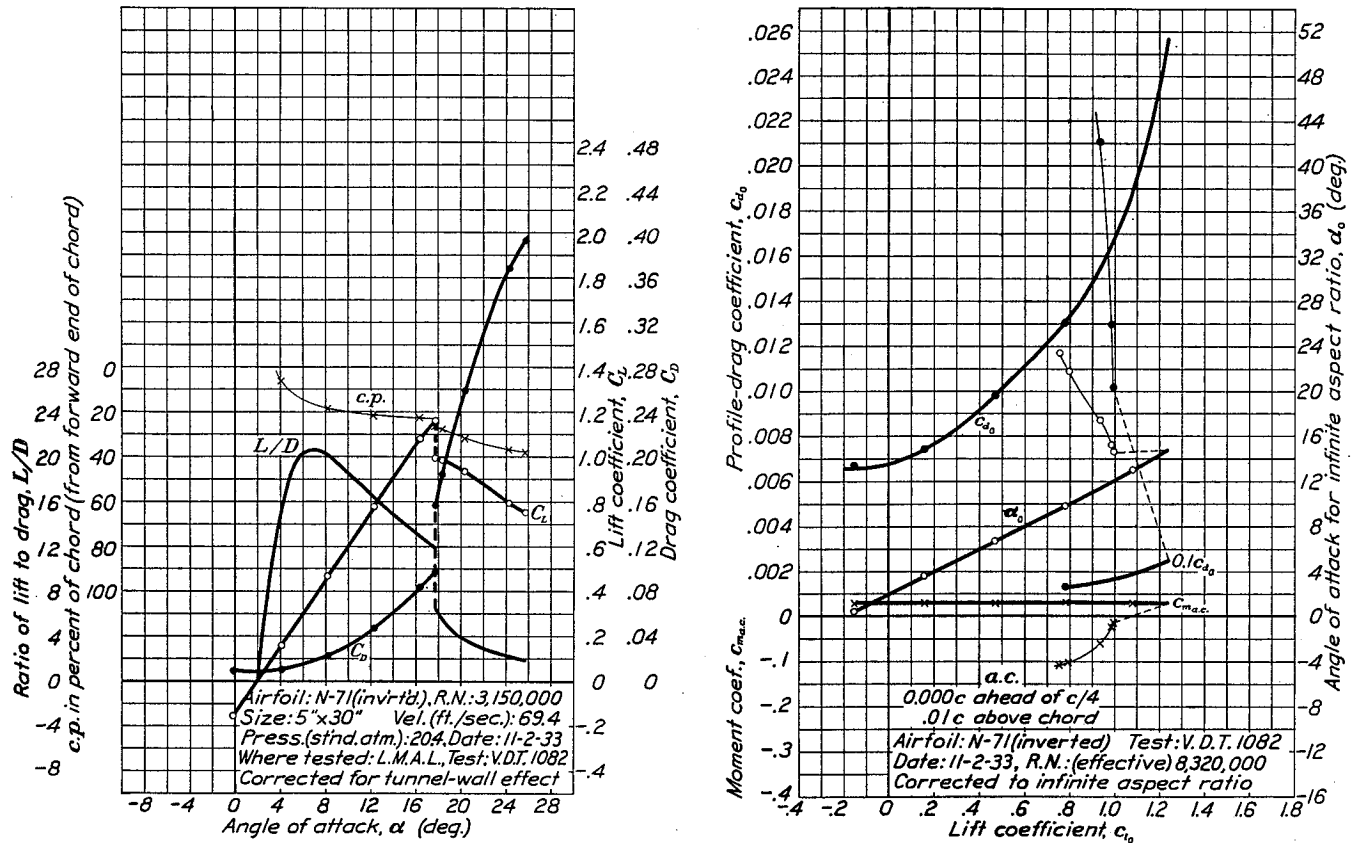


FIGURE 35.—N-71 airfoil (Inverted).

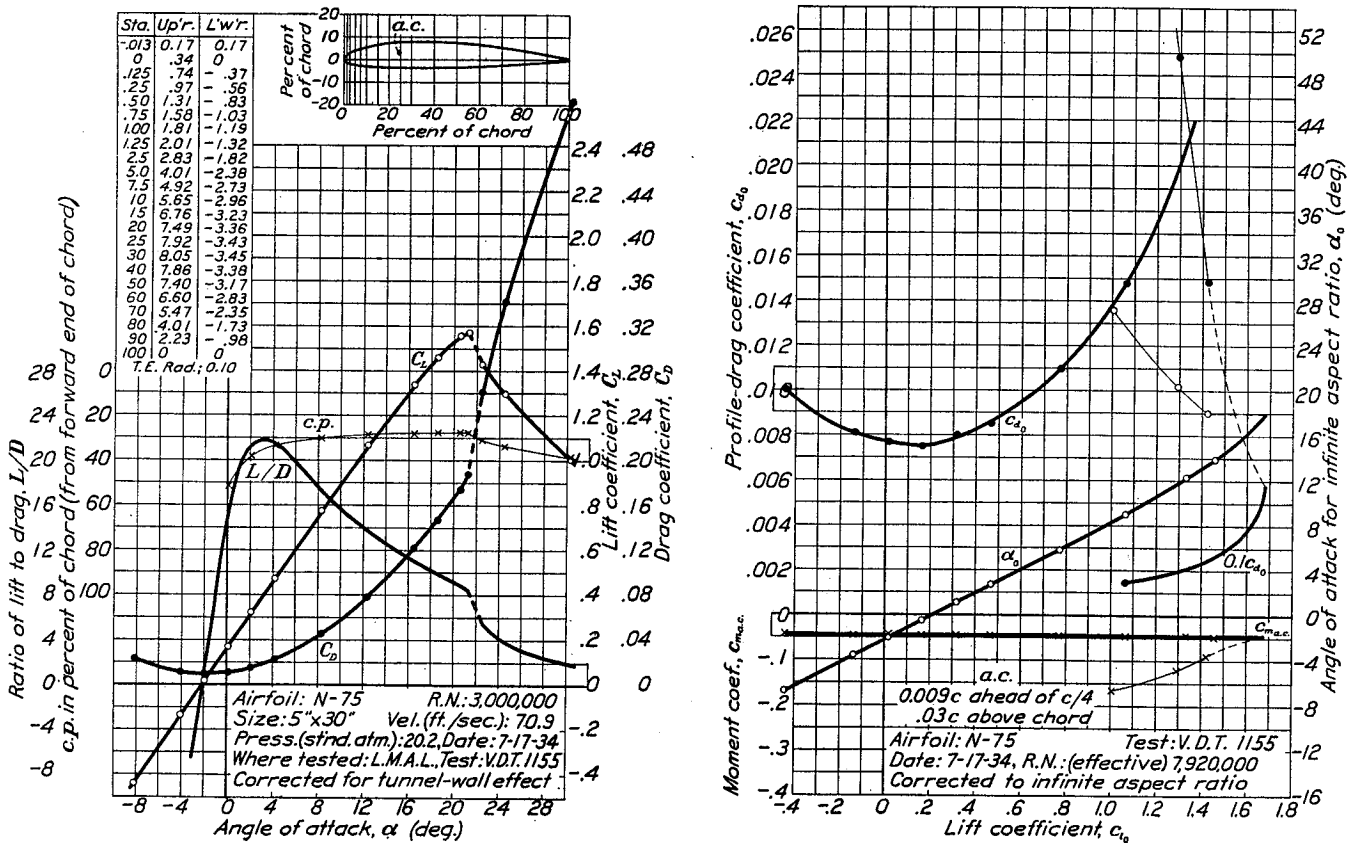


FIGURE 36.—N-75 airfoil.

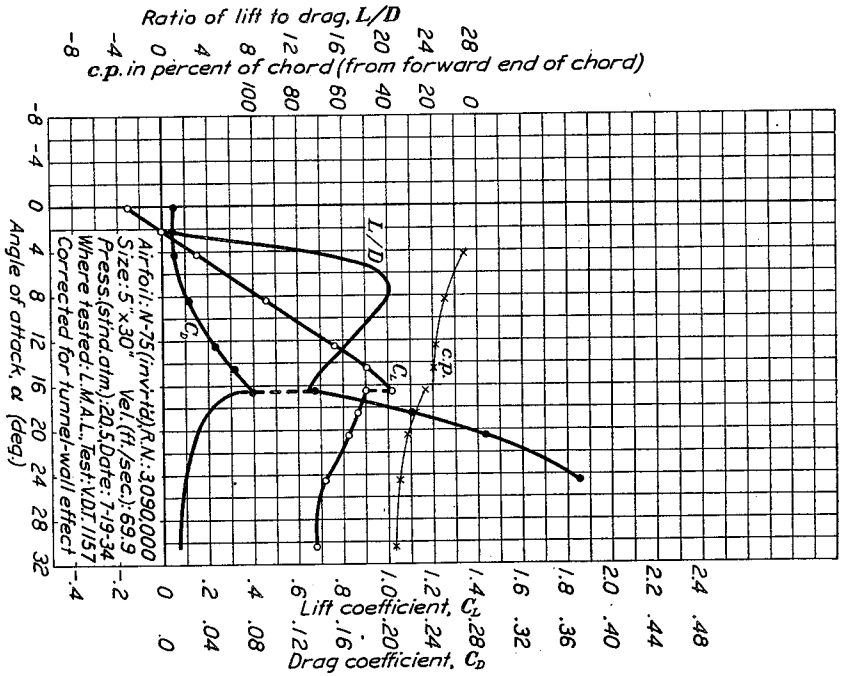


FIGURE 37.—N-75 airfoil (inverted).

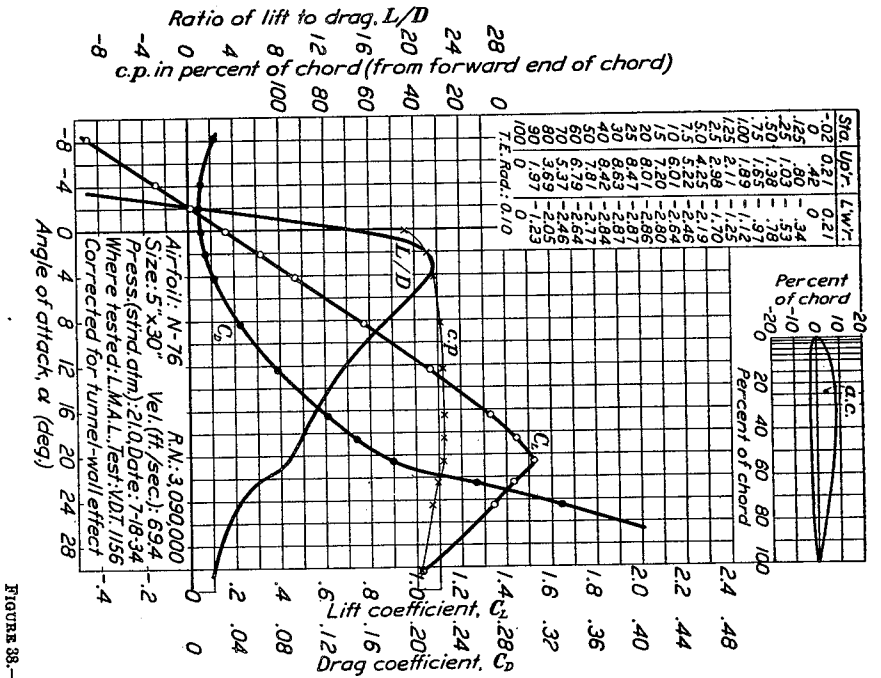
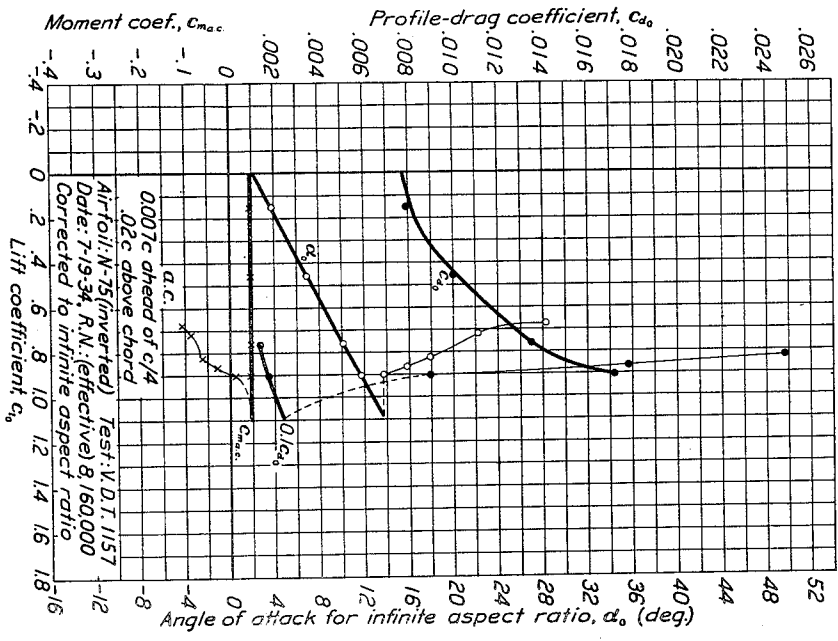
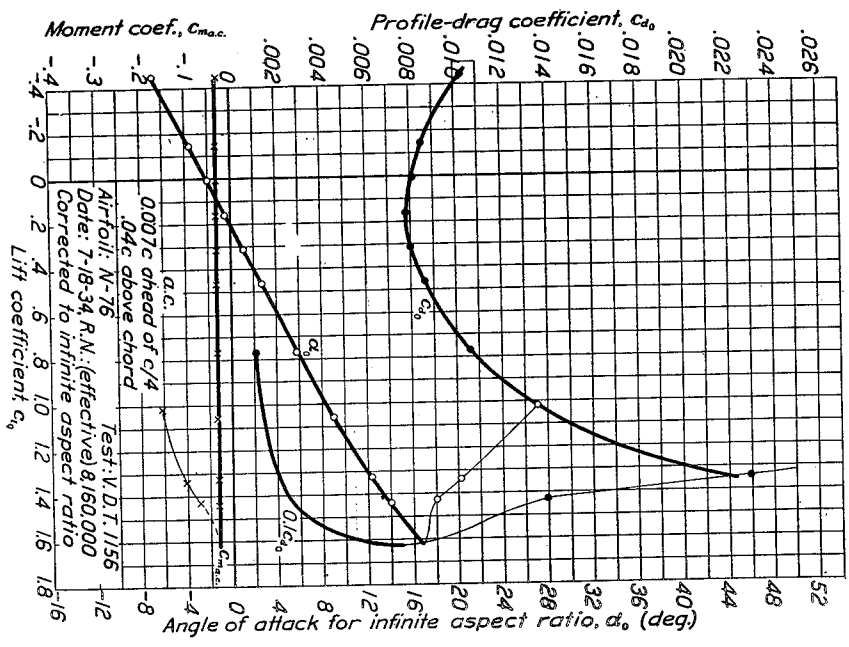


FIGURE 38.—N-76 airfoil.



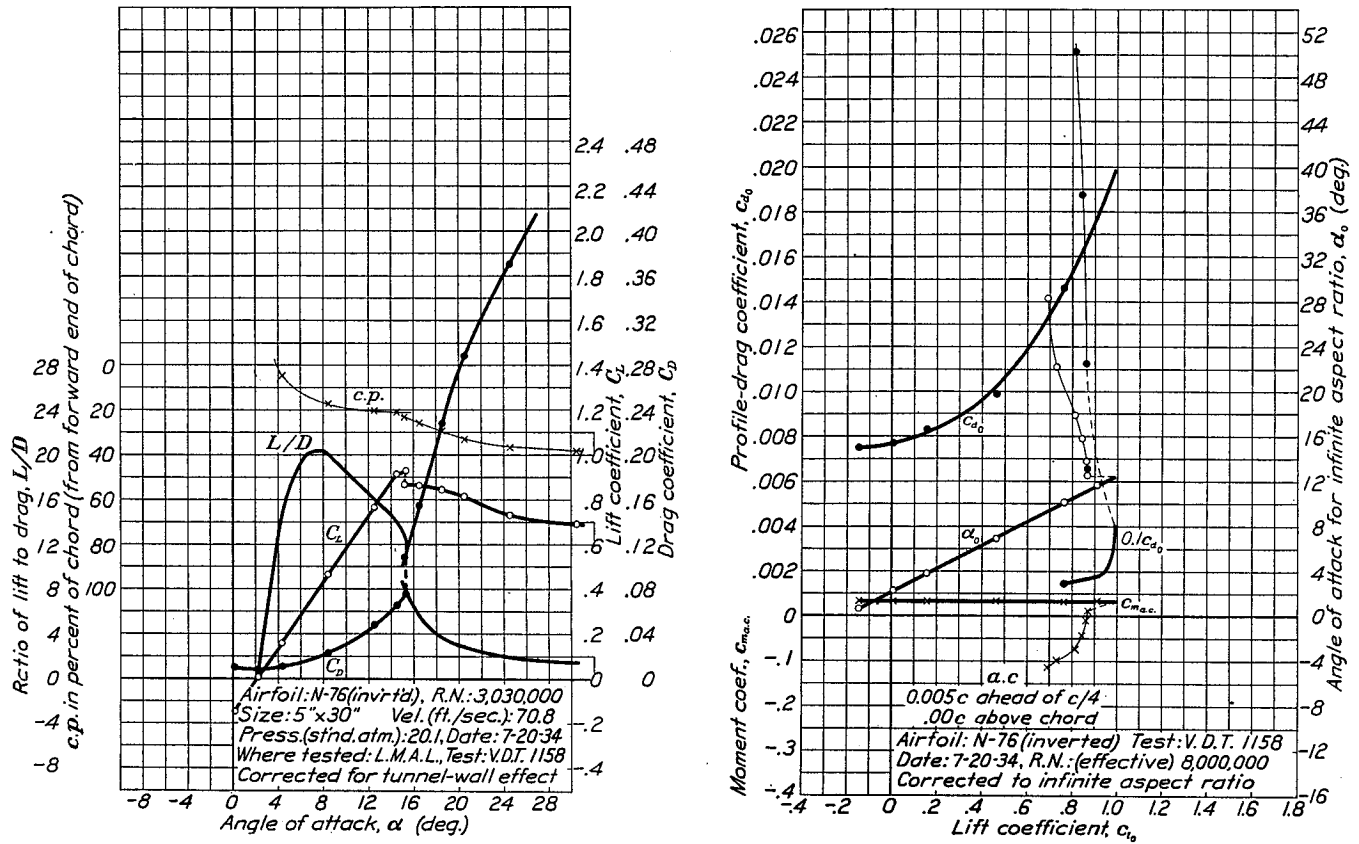


FIGURE 39.—N-76 airfoil (inverted).

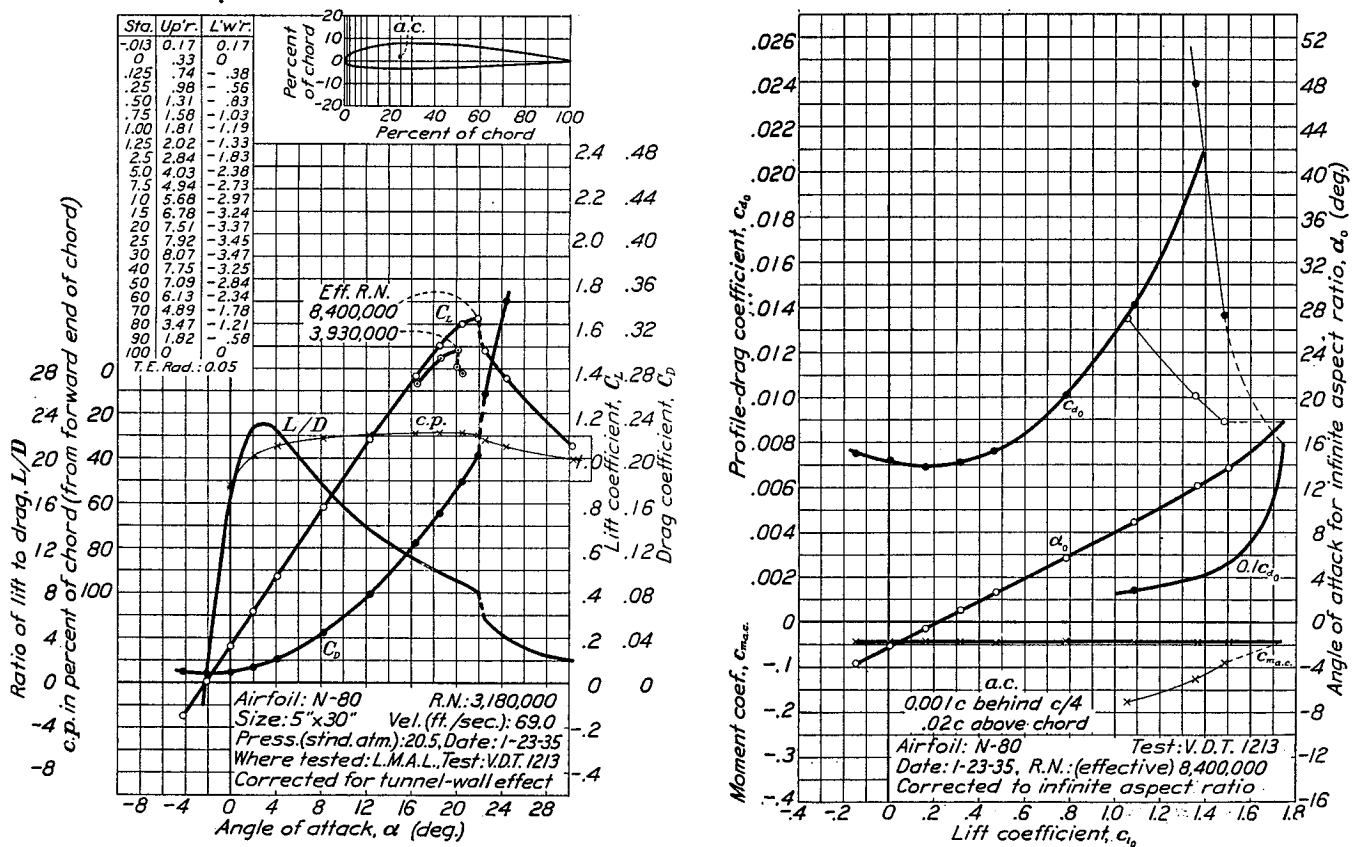


FIGURE 40.—N-80 airfoil.

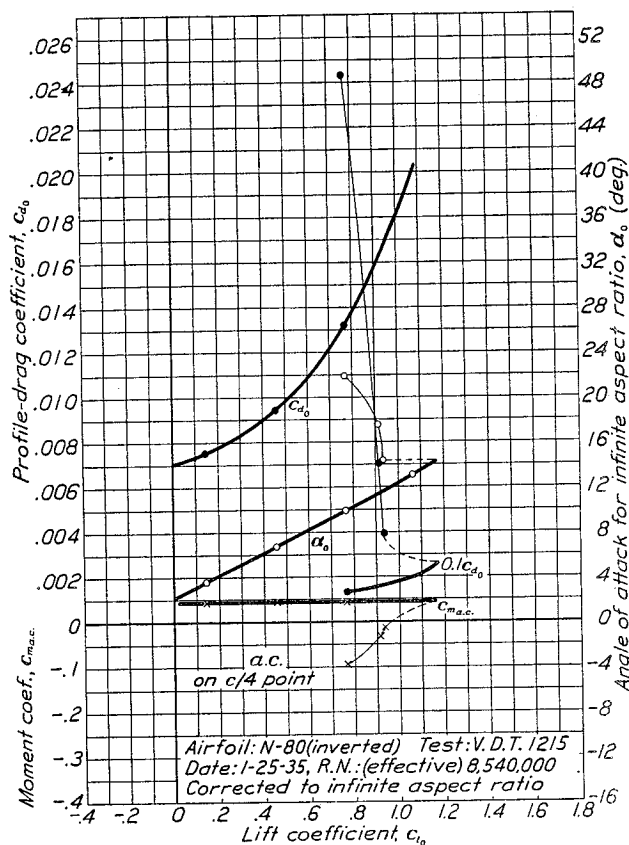
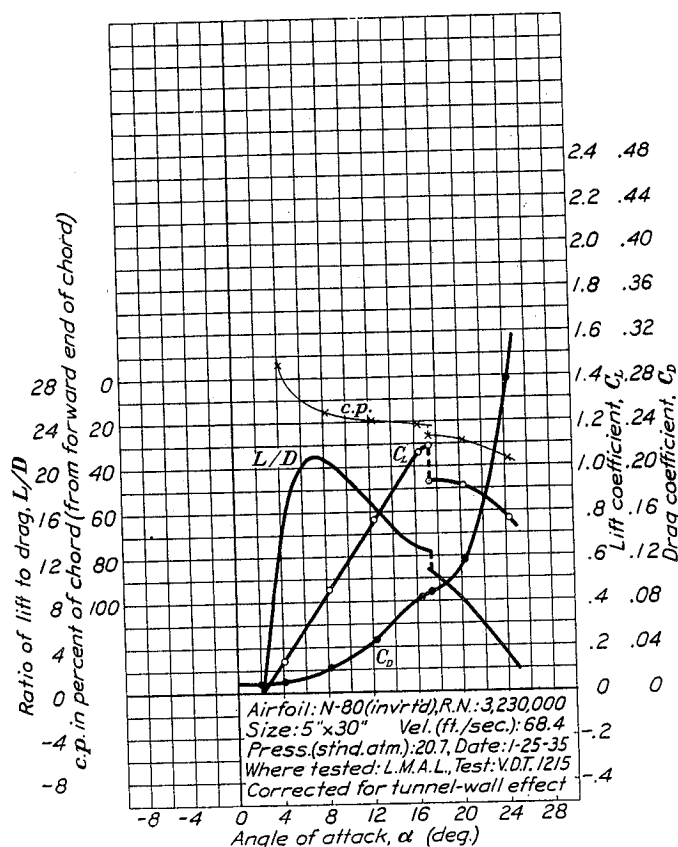


FIGURE 41.—N-80 airfoil (inverted).

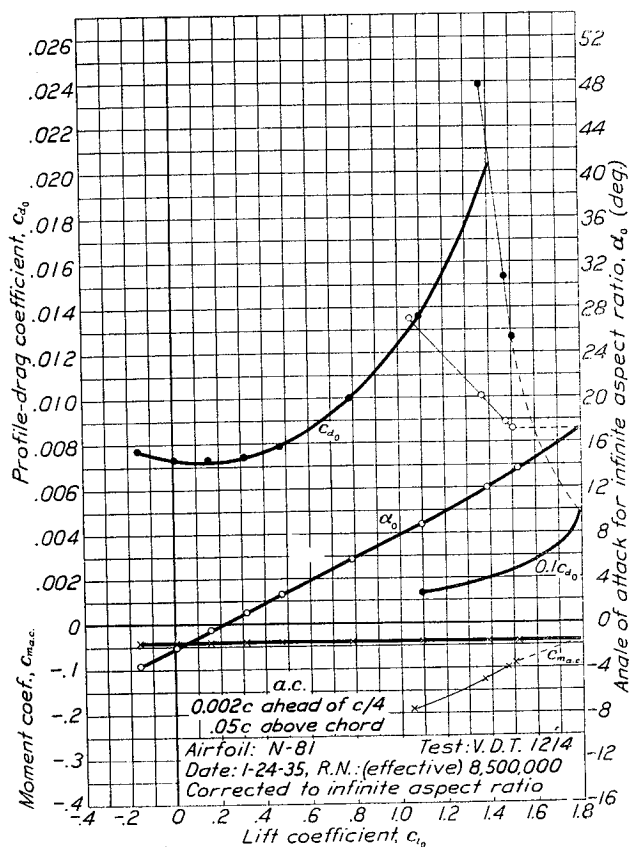
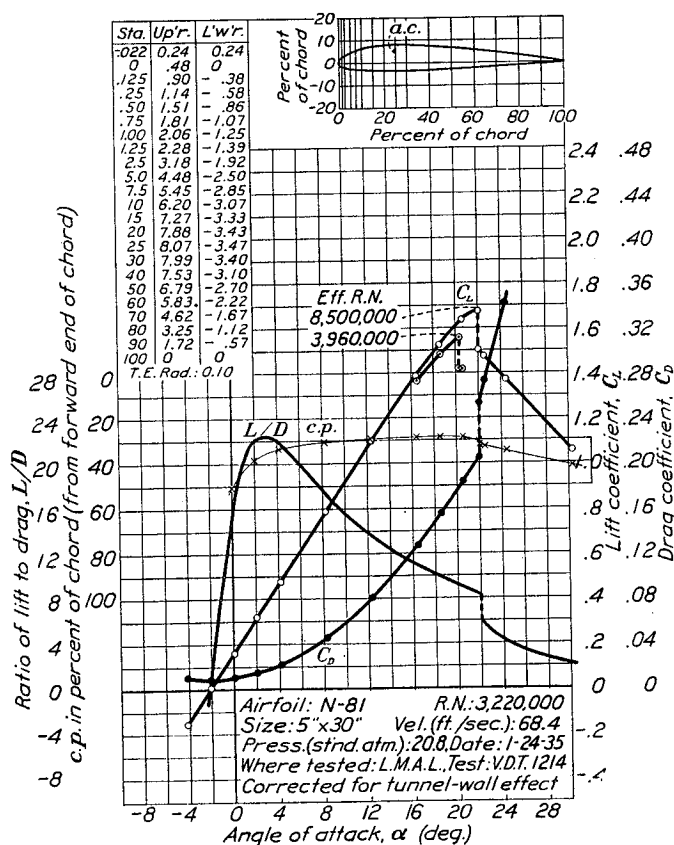


FIGURE 42.—N-81 airfoil.

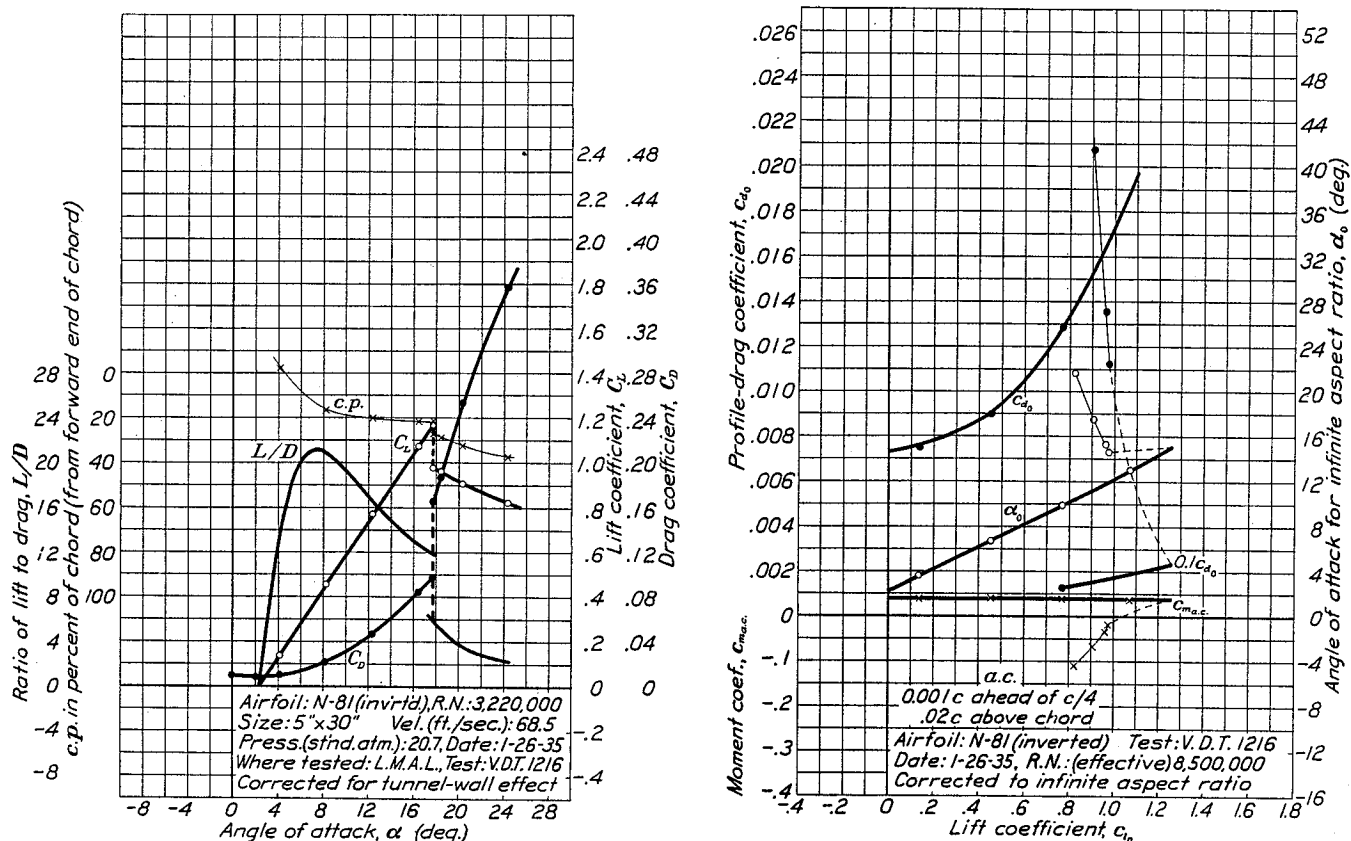


FIGURE 43.—N-81 airfoil (inverted).

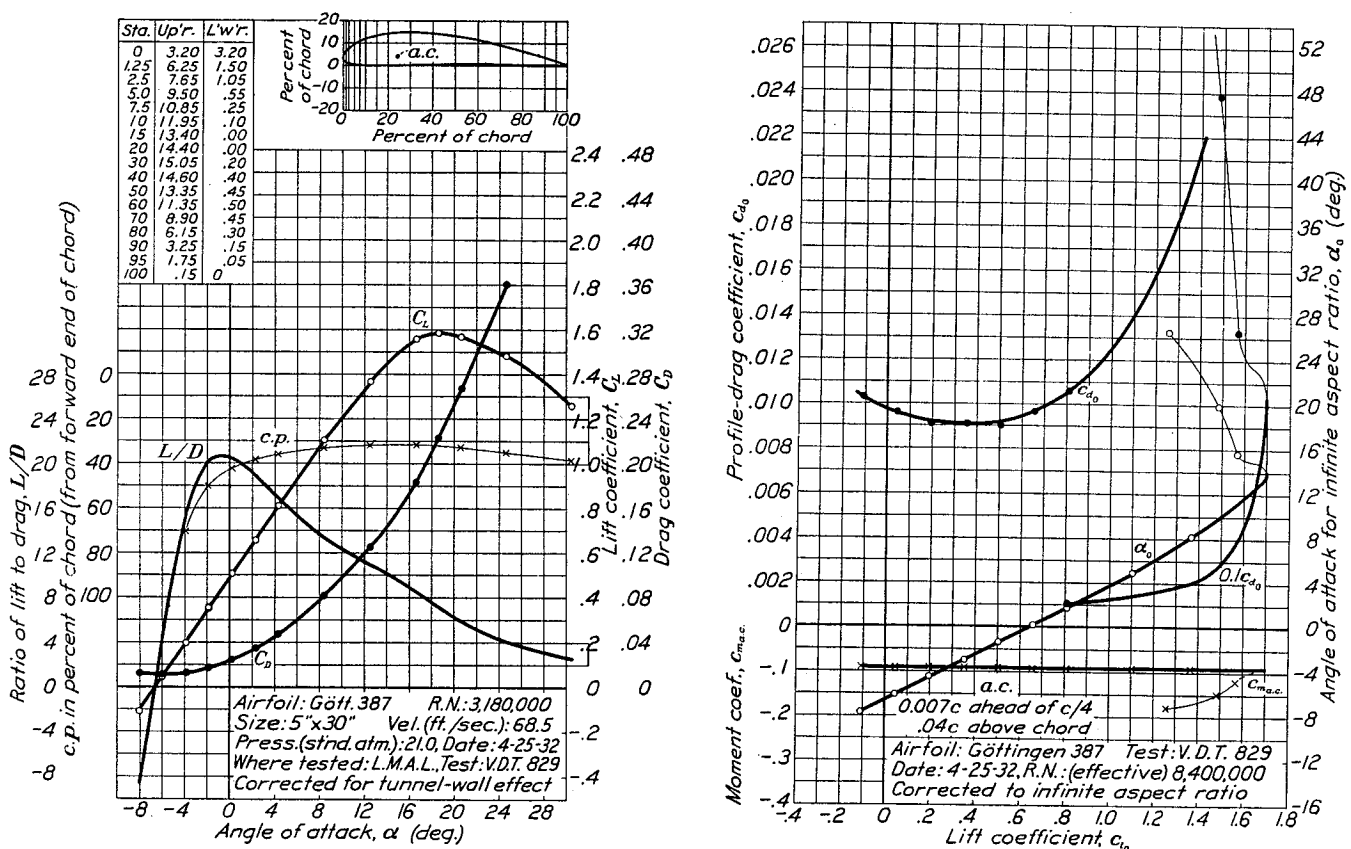


FIGURE 44.—Göttingen 387 airfoil.

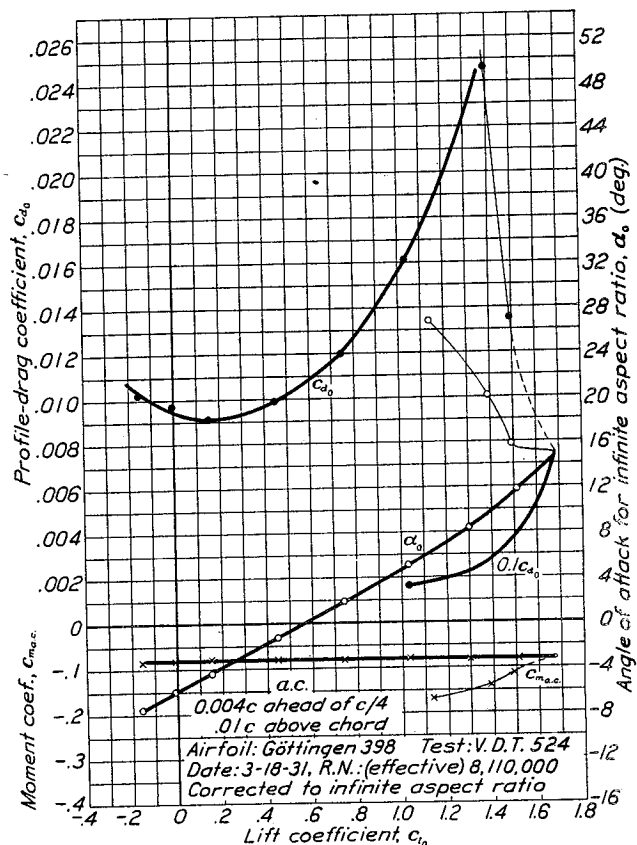
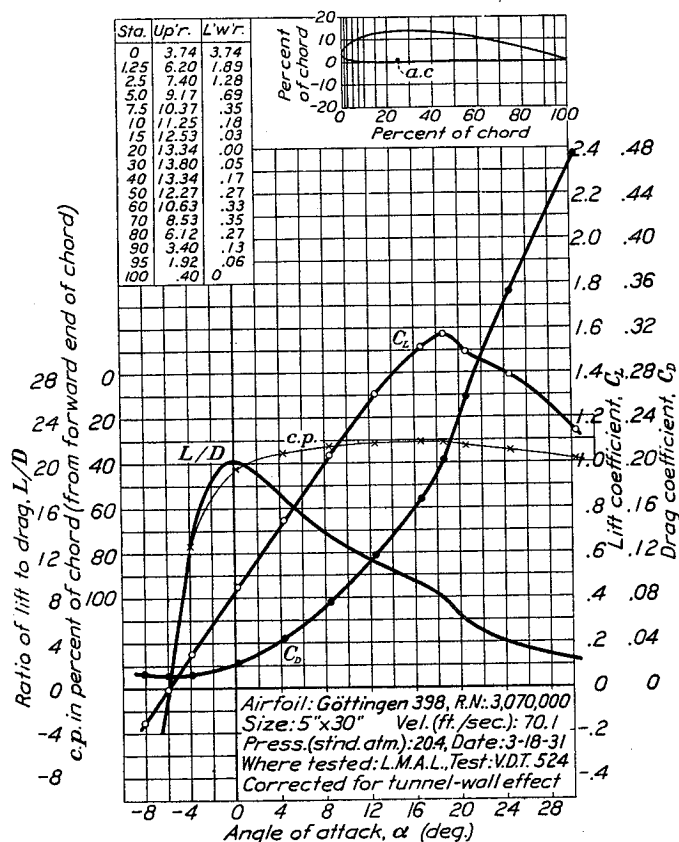


FIGURE 45.—Göttingen 398 airfoil.

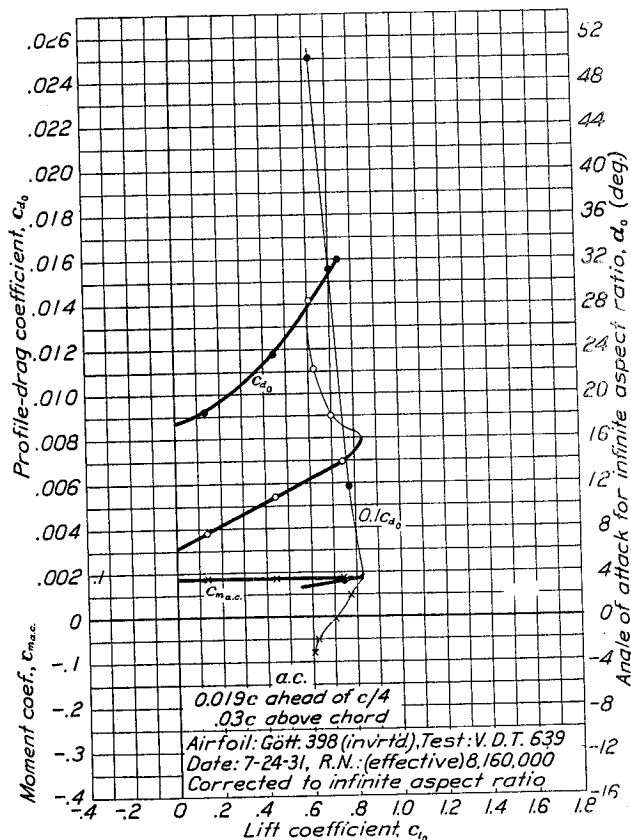
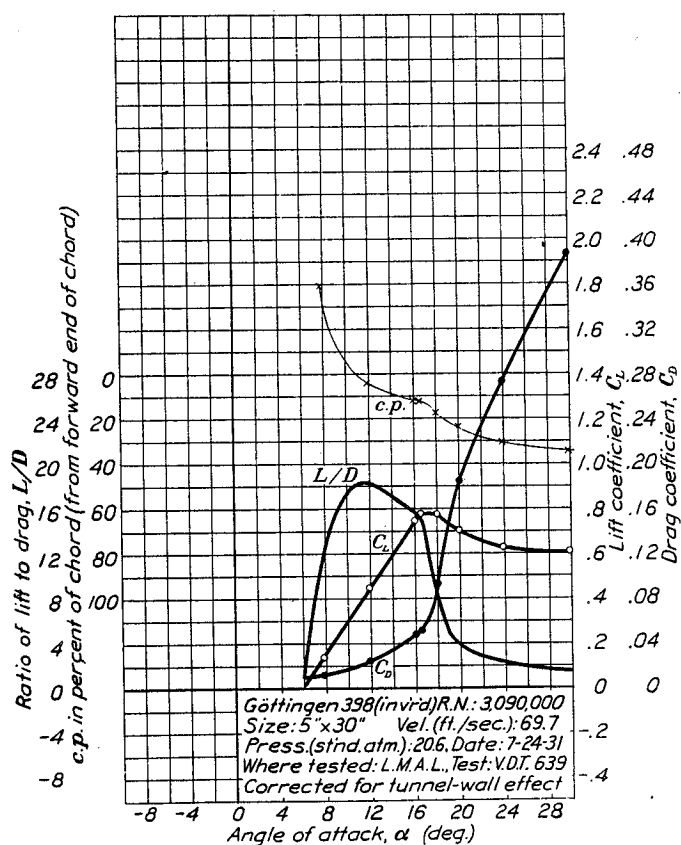


FIGURE 46.—Göttingen 398 airfoil (inverted).

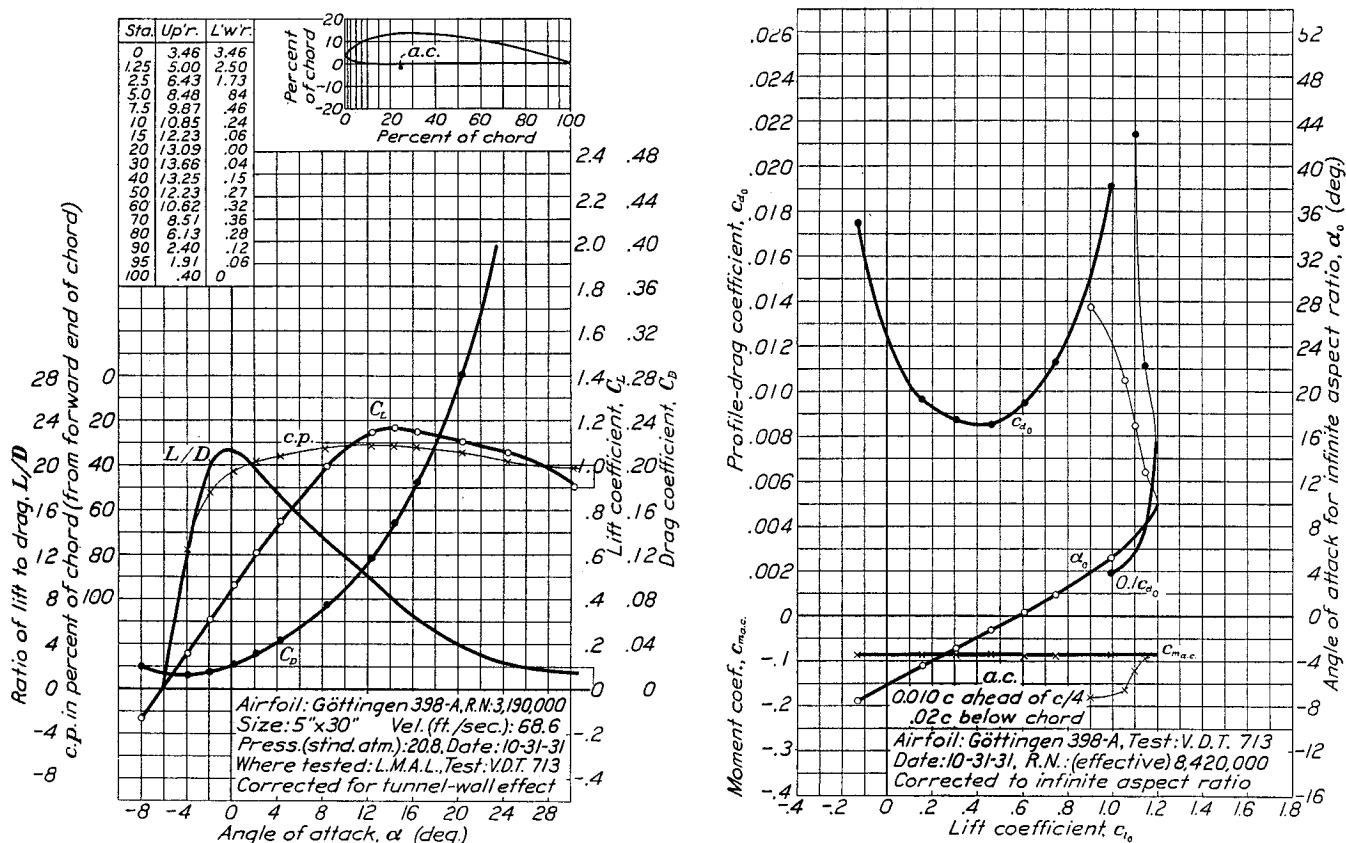


FIGURE 47.—Göttingen 398-A airfoil.

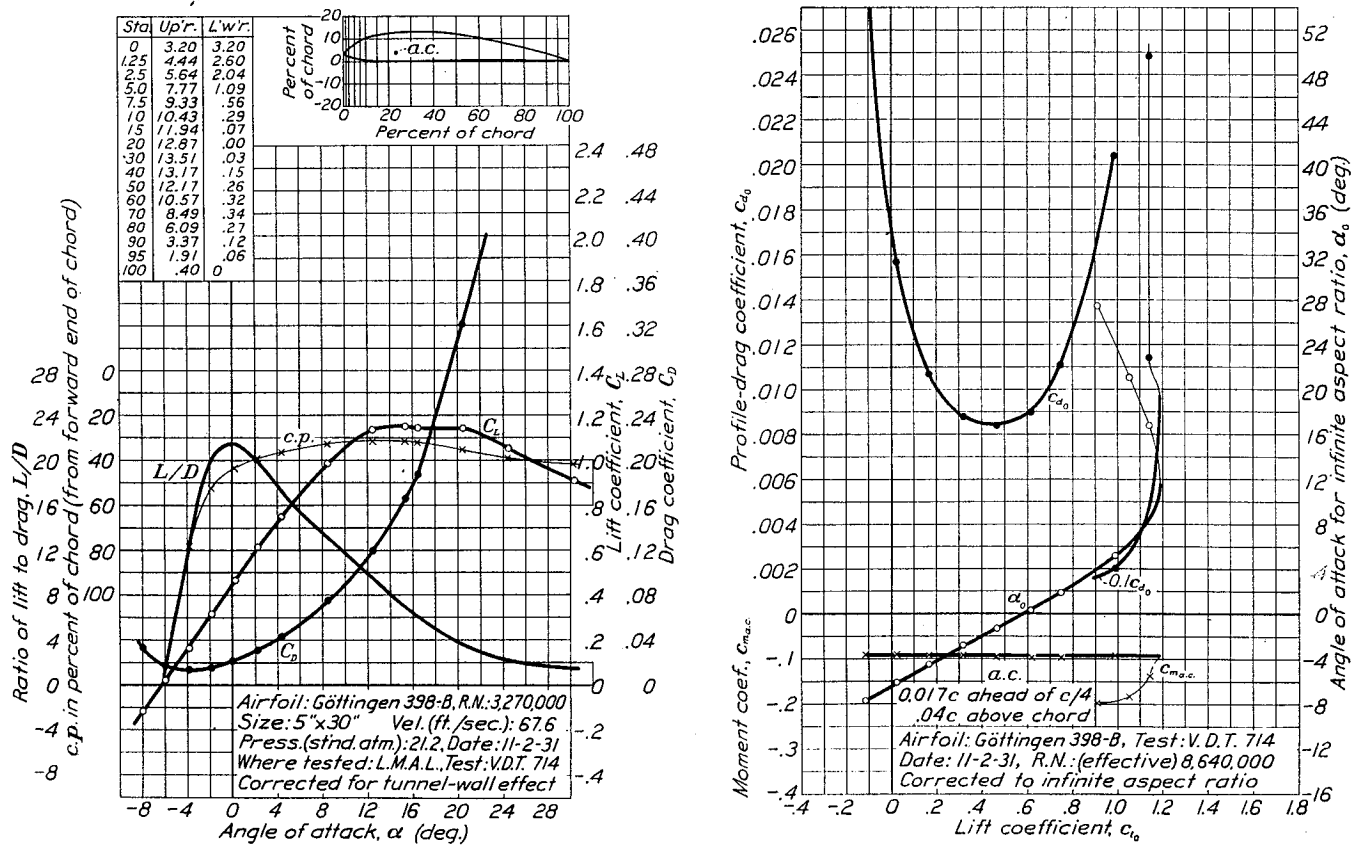


FIGURE 48.—Göttingen 398-B airfoil.

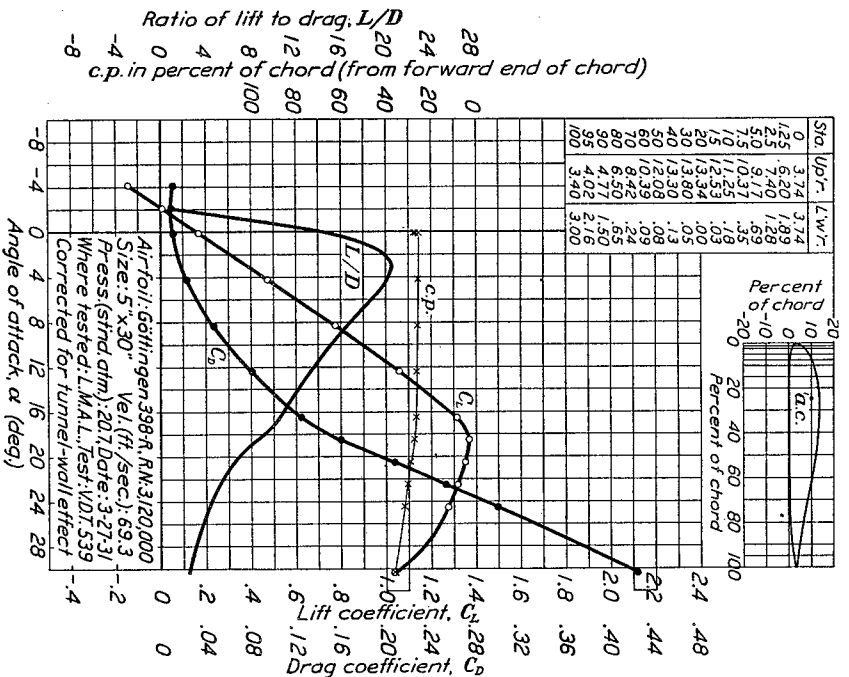


Figure 49.—Göttingen 398-R airfoil.

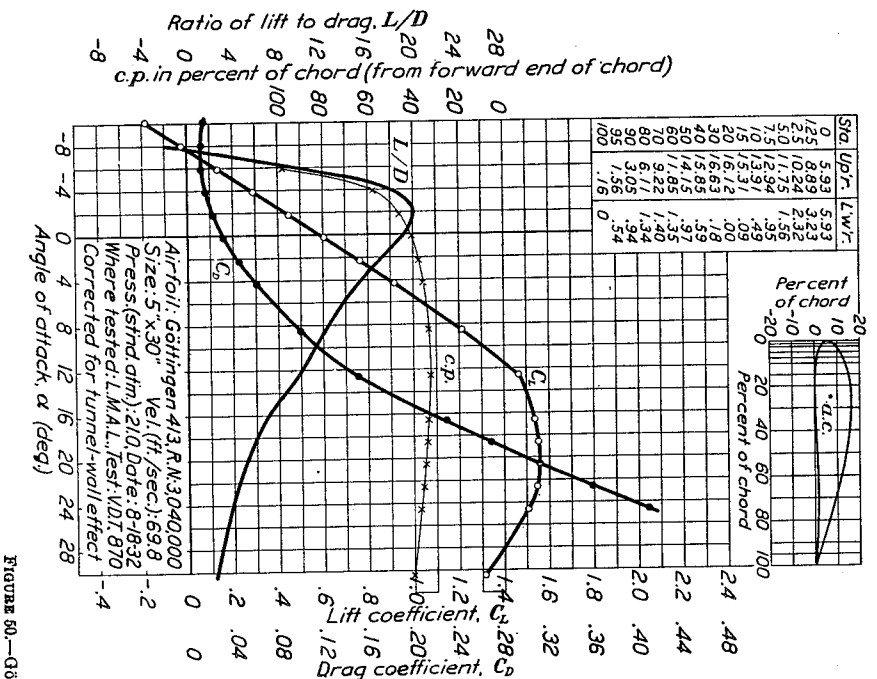
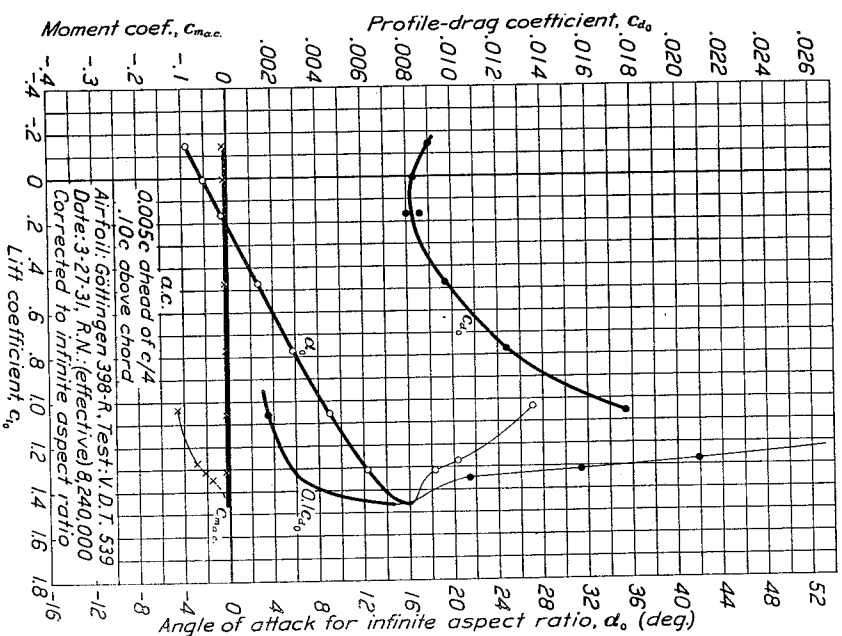
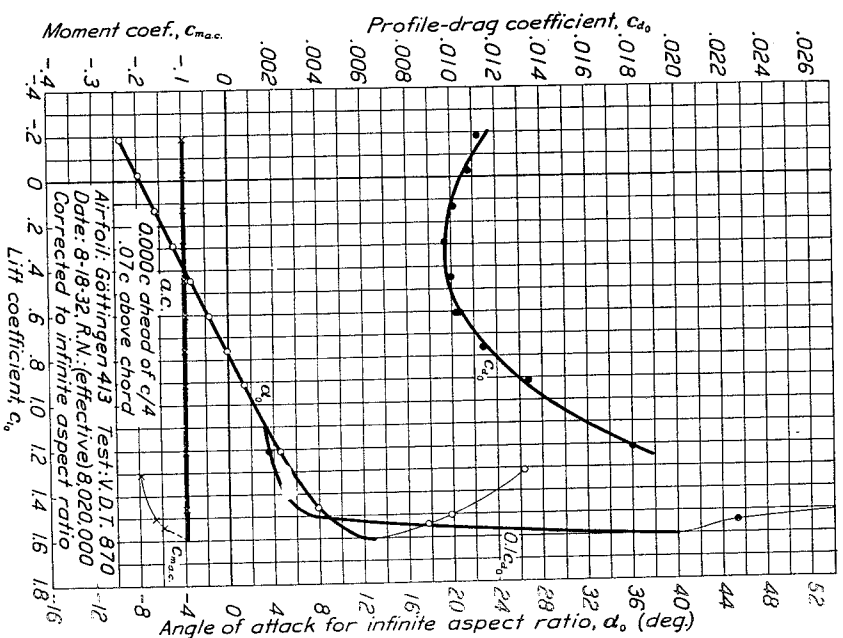


Figure 50.—Göttingen 413 airfoil.



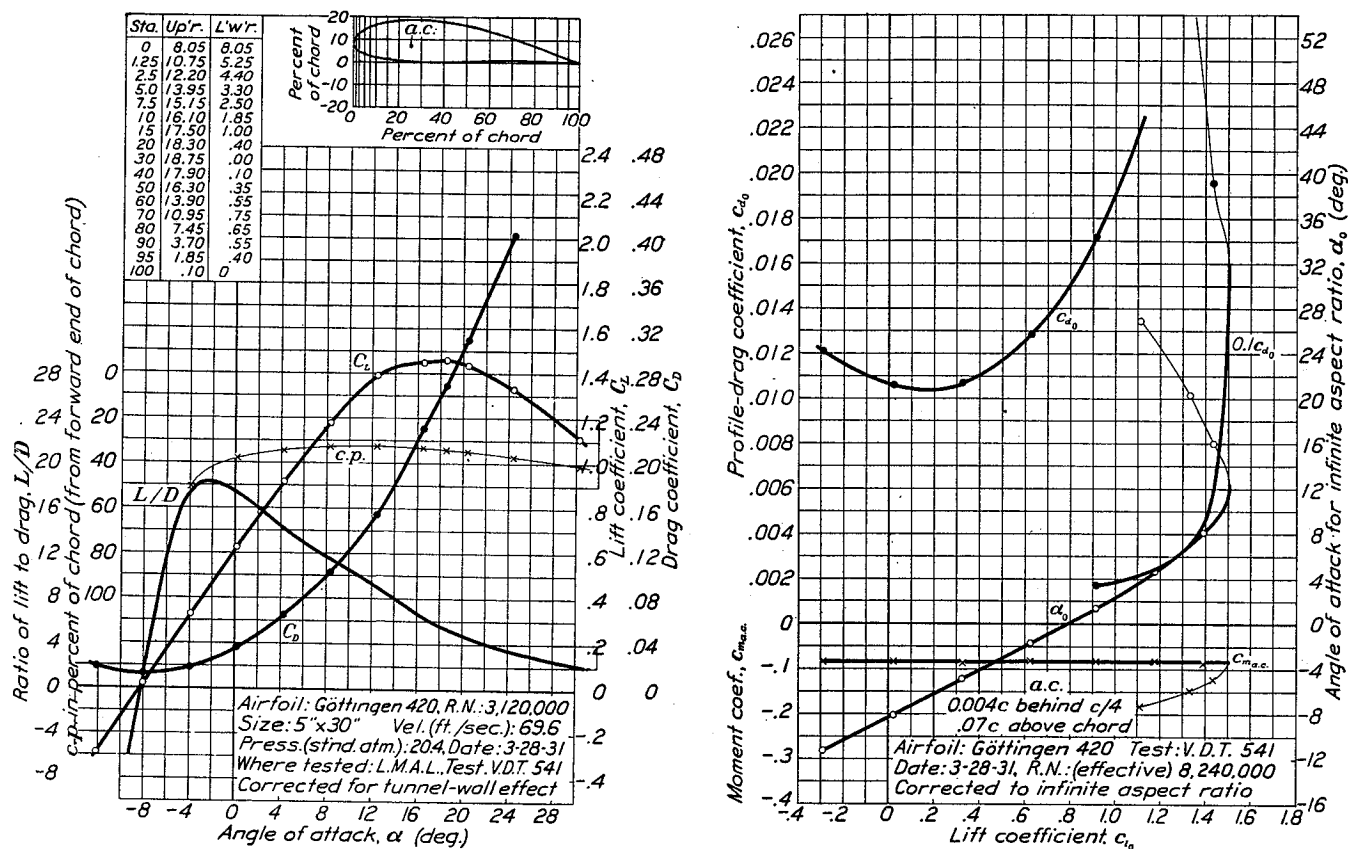


FIGURE 51.—Göttingen 420 airfoil.

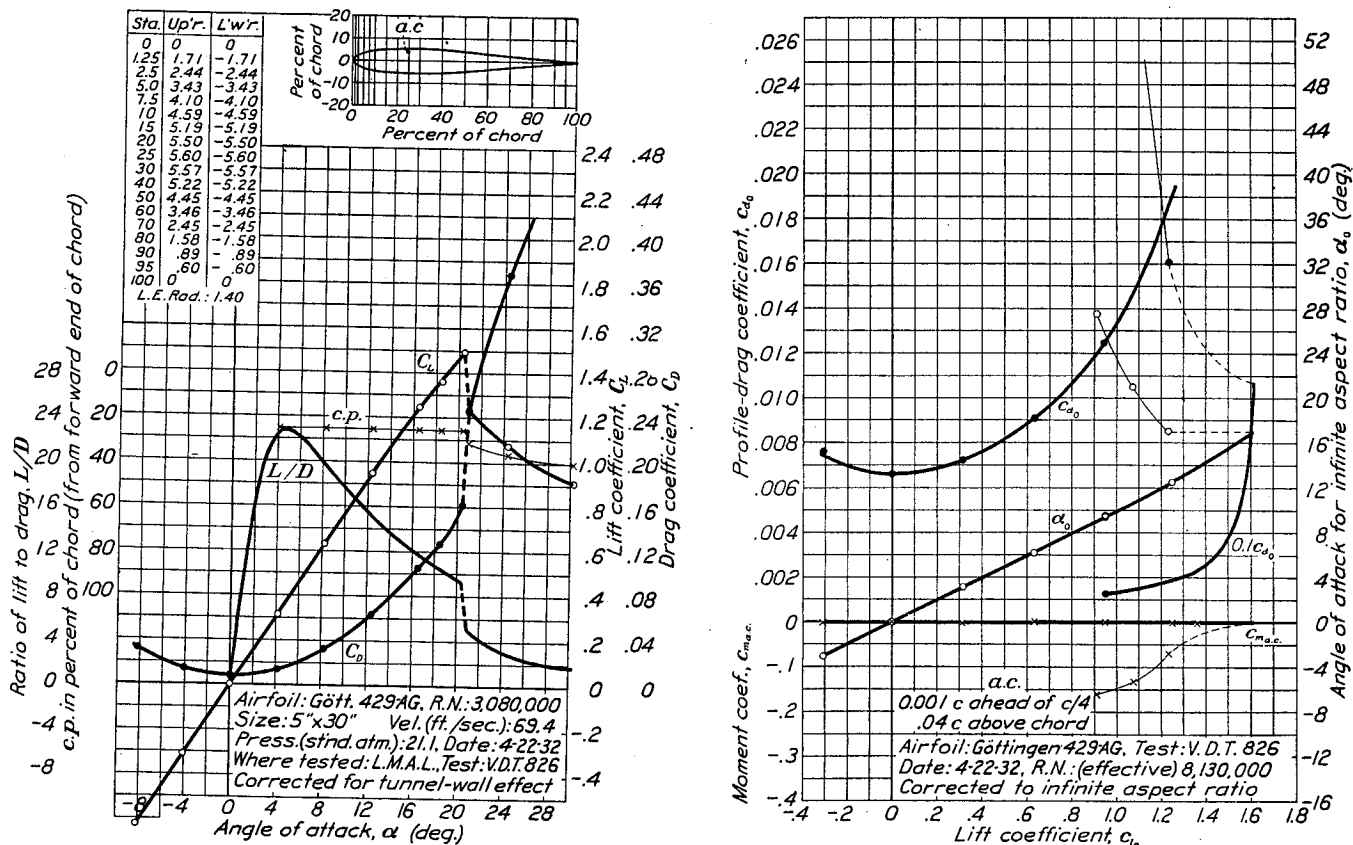


FIGURE 52.—Göttingen 429-AG airfoil.

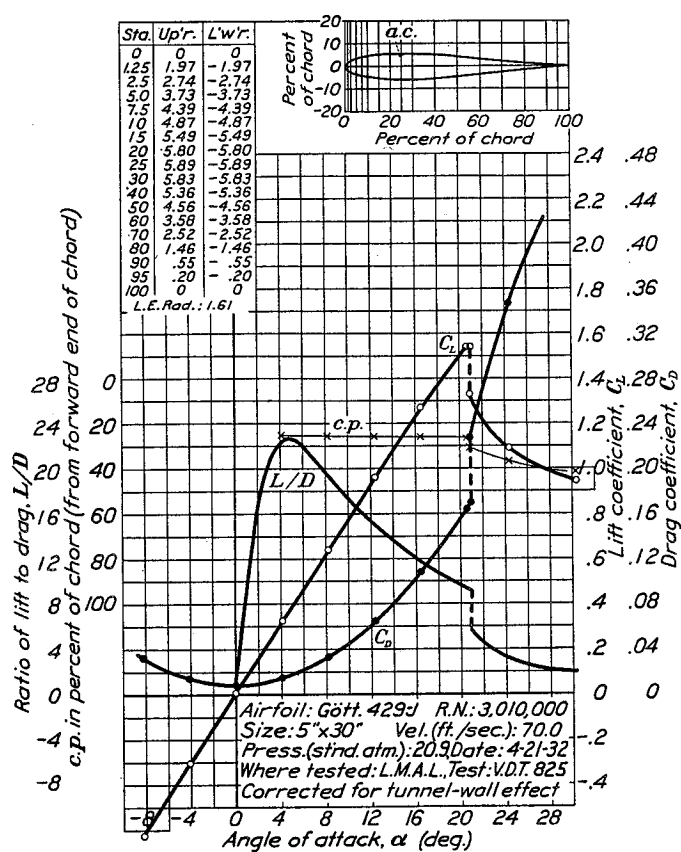


FIGURE 53.—Göttingen 429-J airfoil.

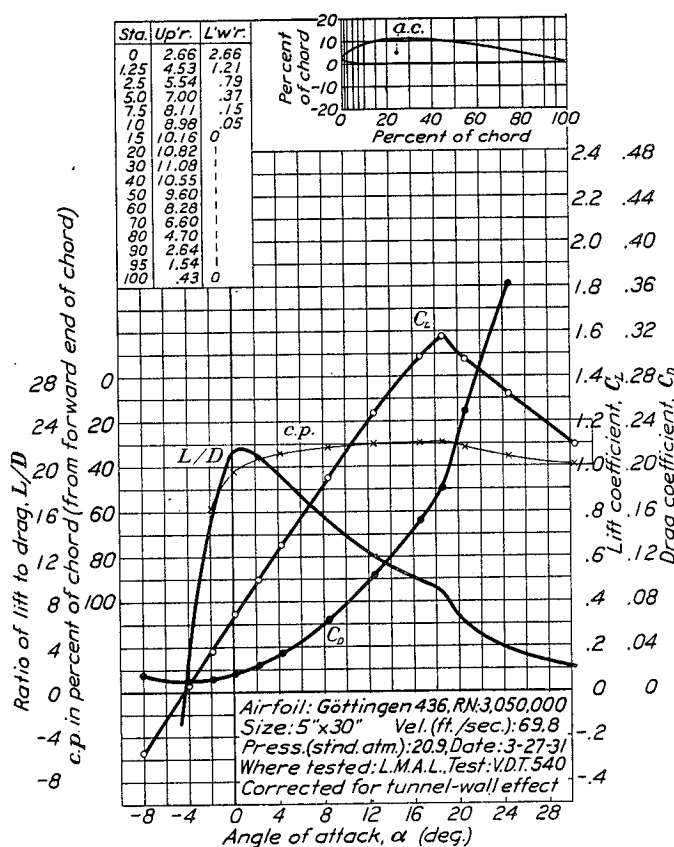
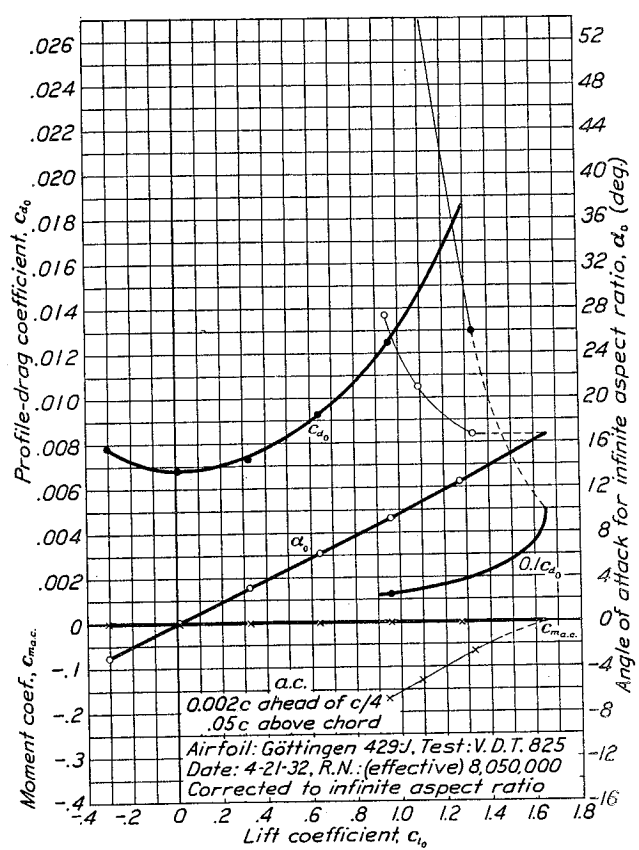
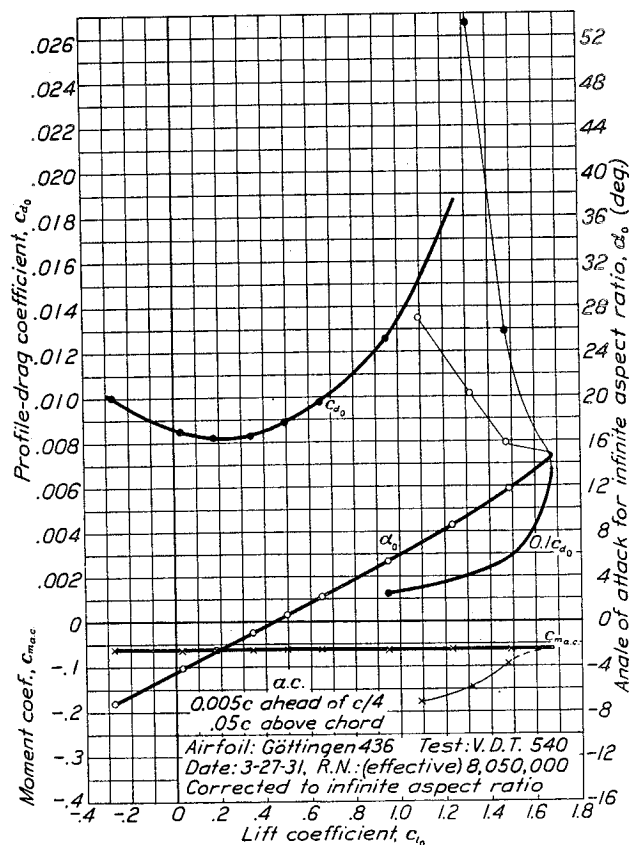


FIGURE 54.—Göttingen 436 airfoil.



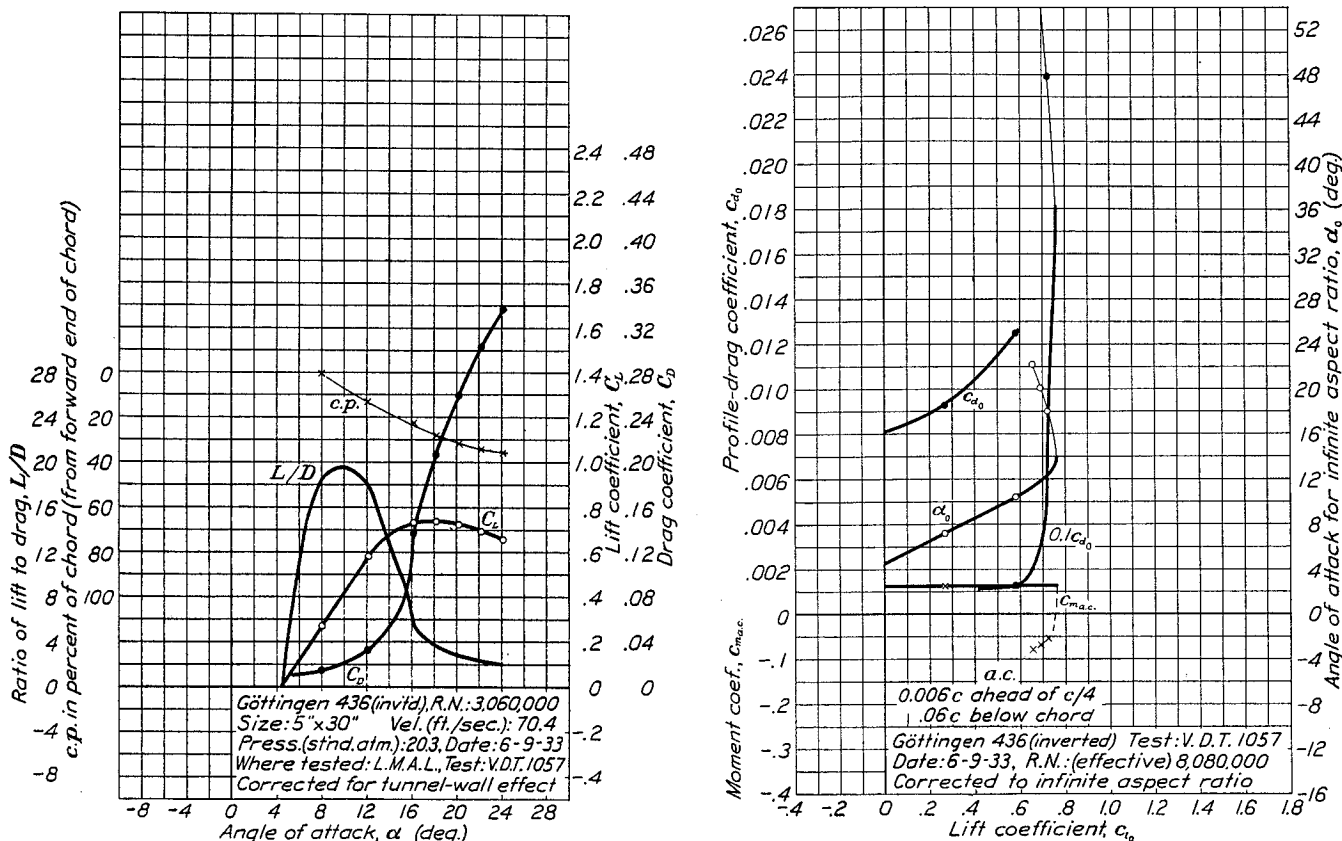


FIGURE 55.—Göttingen 436 airfoil (inverted).

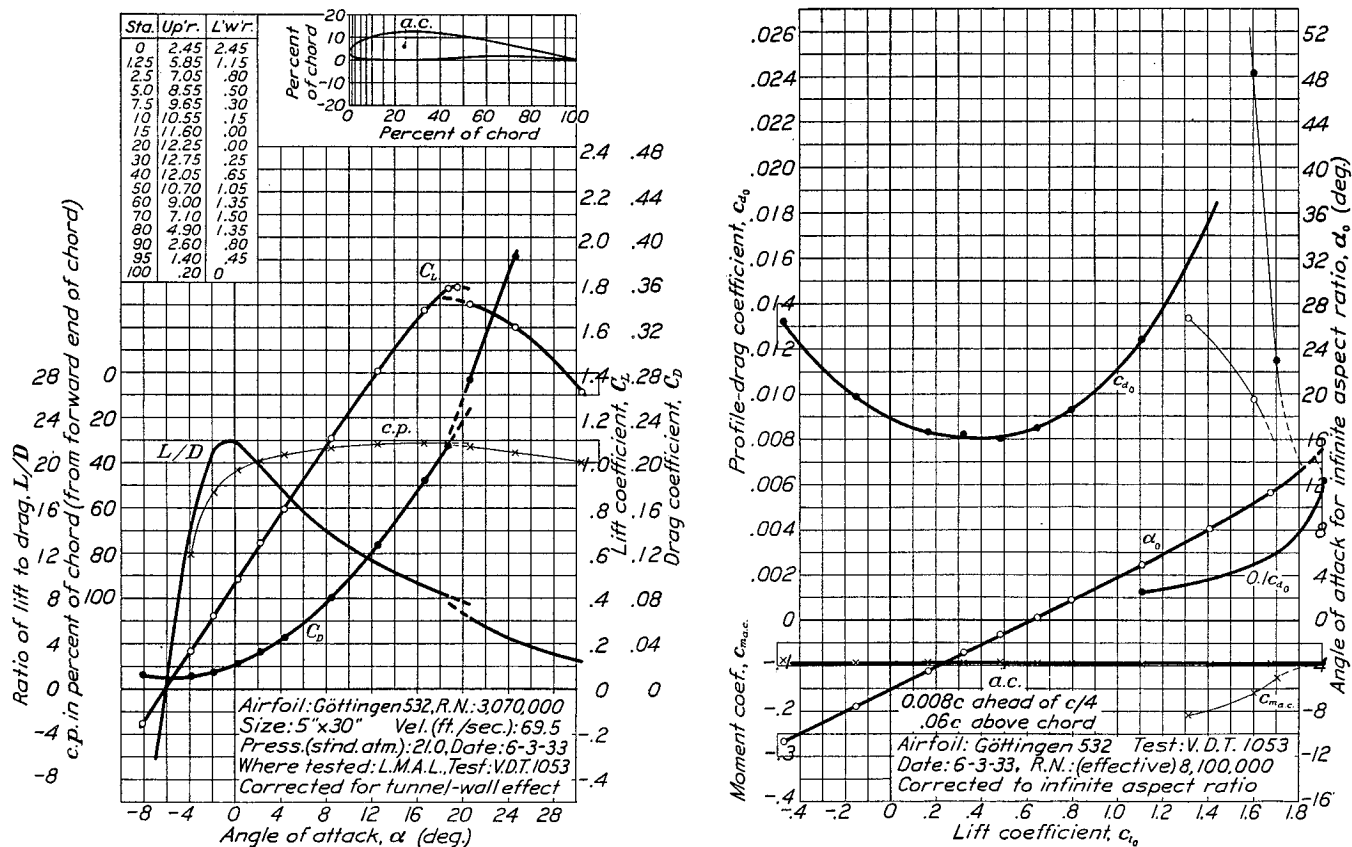


FIGURE 56.—Göttingen 532 airfoil.

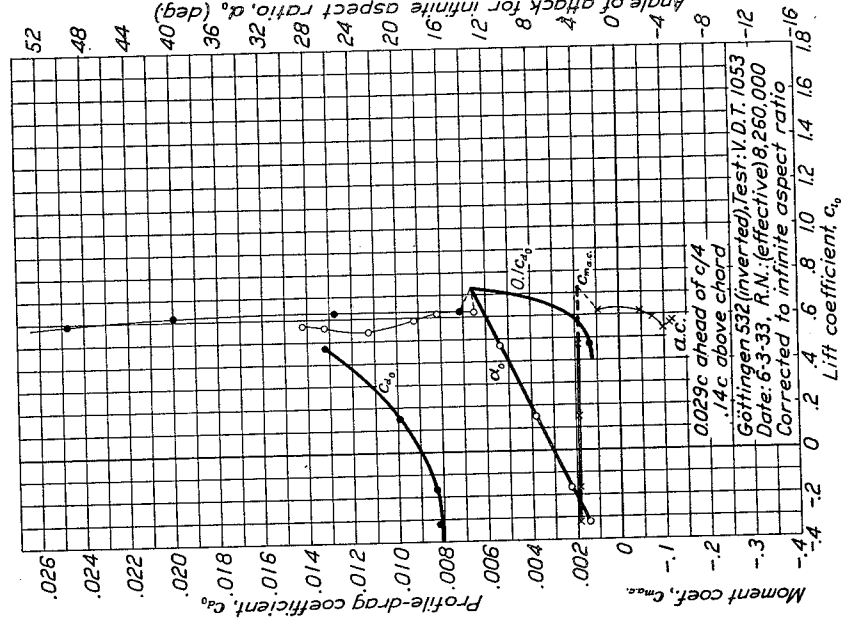
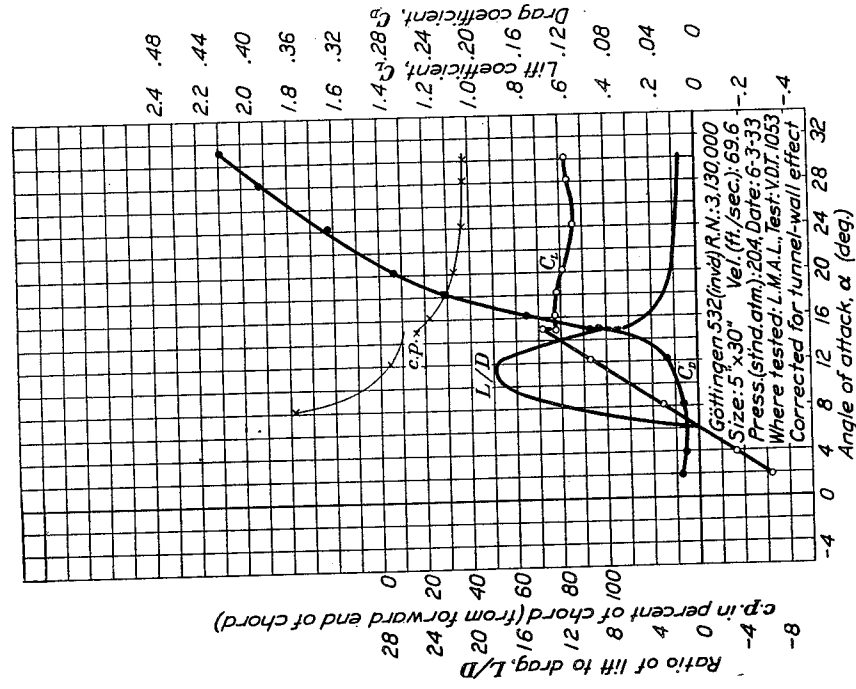


FIGURE 57.—Göttingen 532 airfoil (inverted).

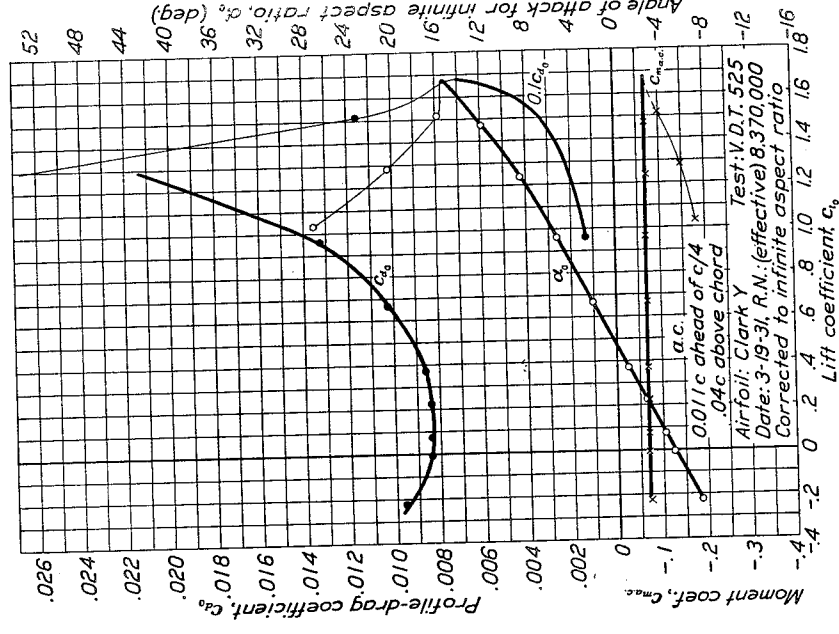
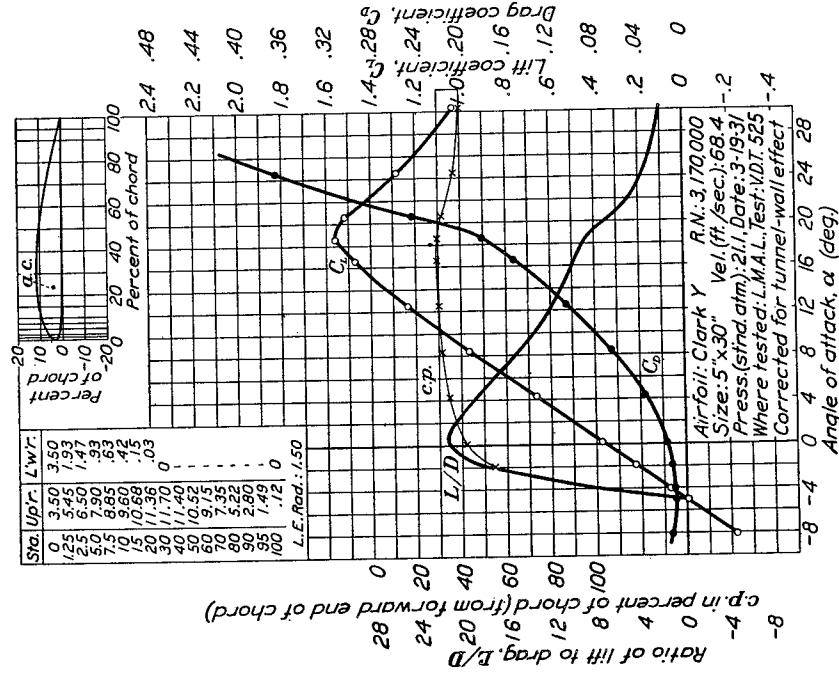


FIGURE 58.—Clark Y airfoil.

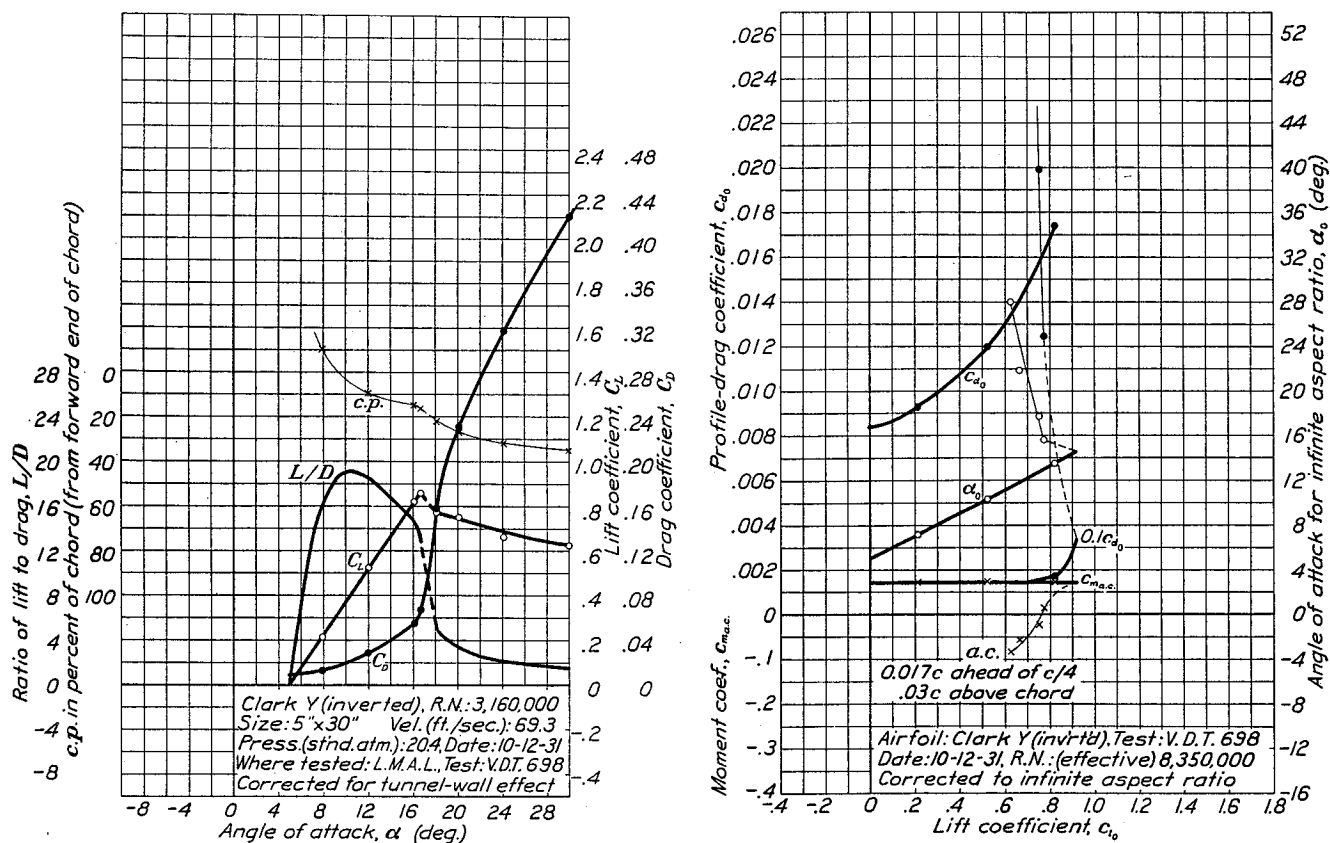


FIGURE 59.—Clark Y airfoil (inverted).

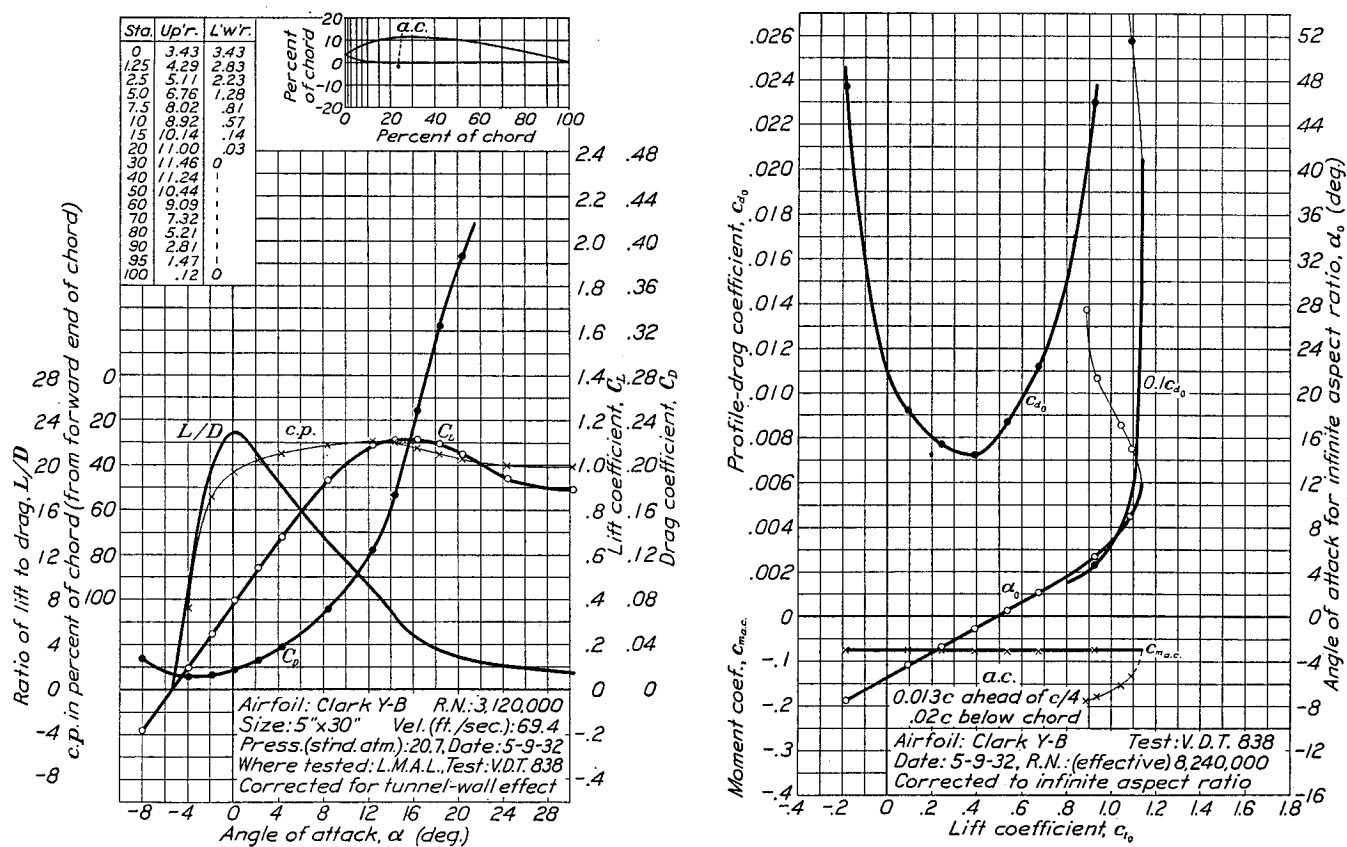


FIGURE 60.—Clark Y-B airfoil.

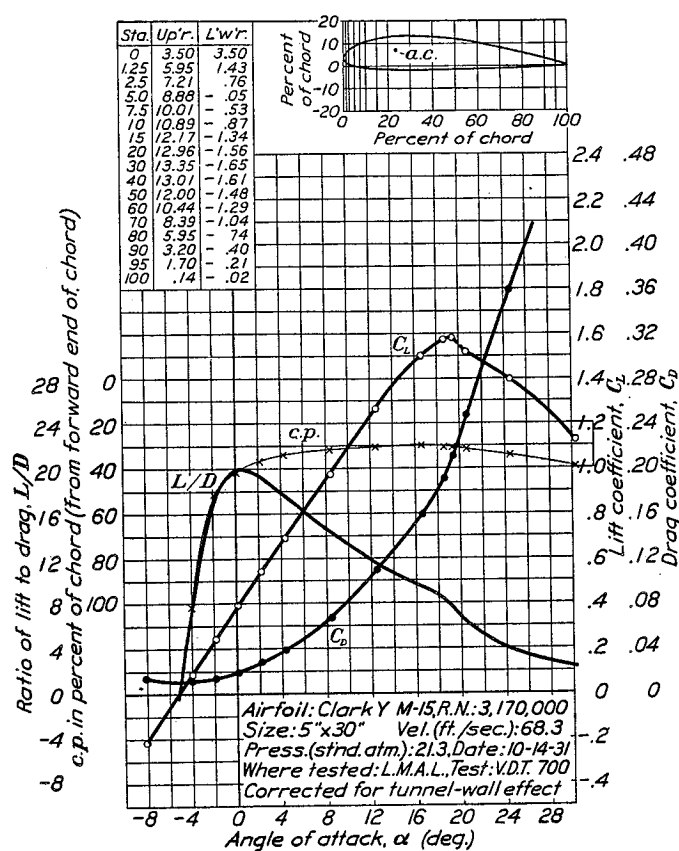


FIGURE 61.—Clark Y M-15 airfoil.

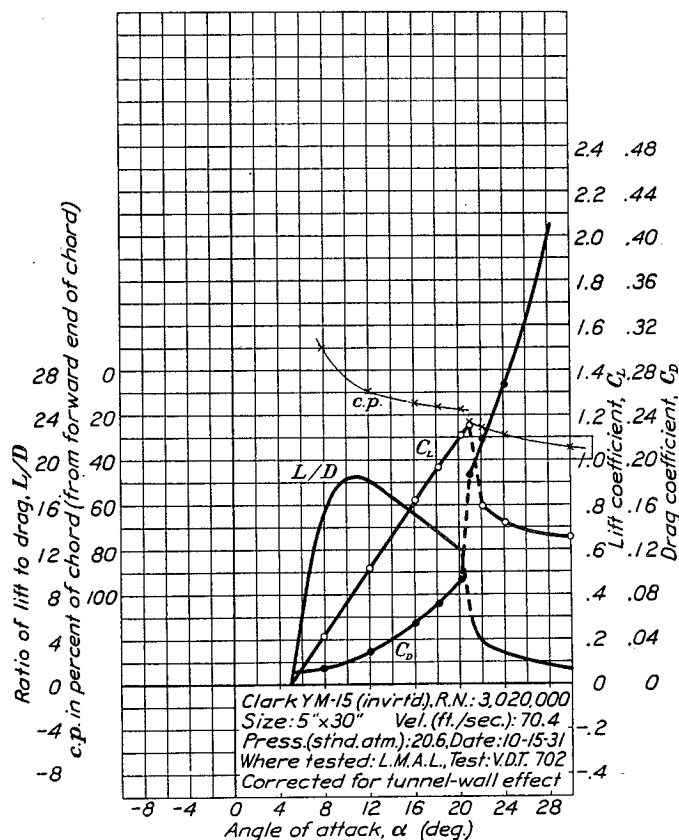
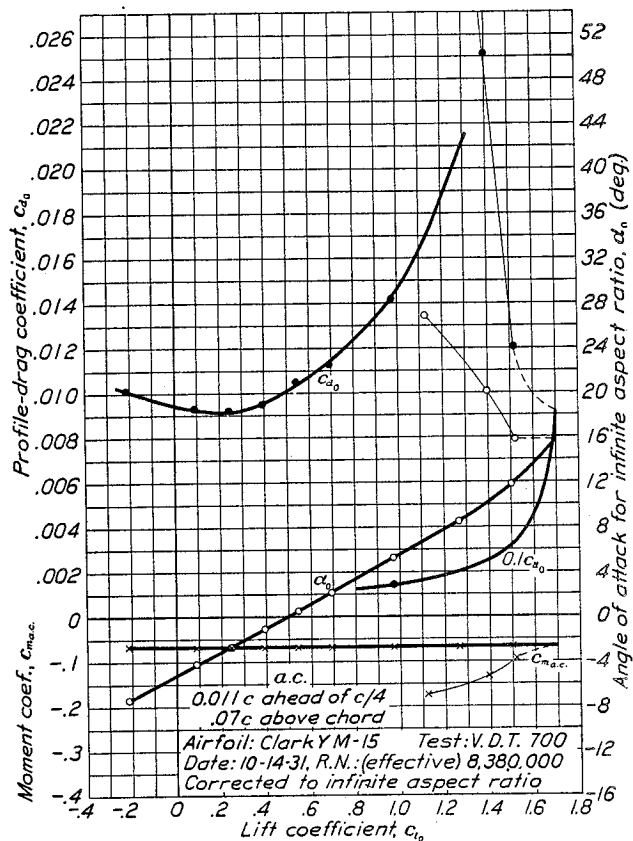
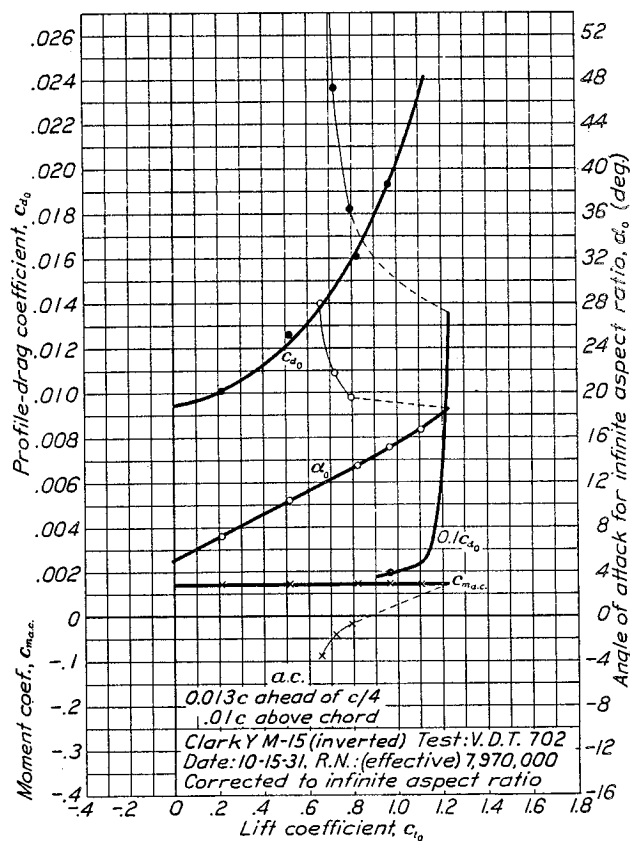


FIGURE 62.—Clark Y M-15 airfoil (inverted).



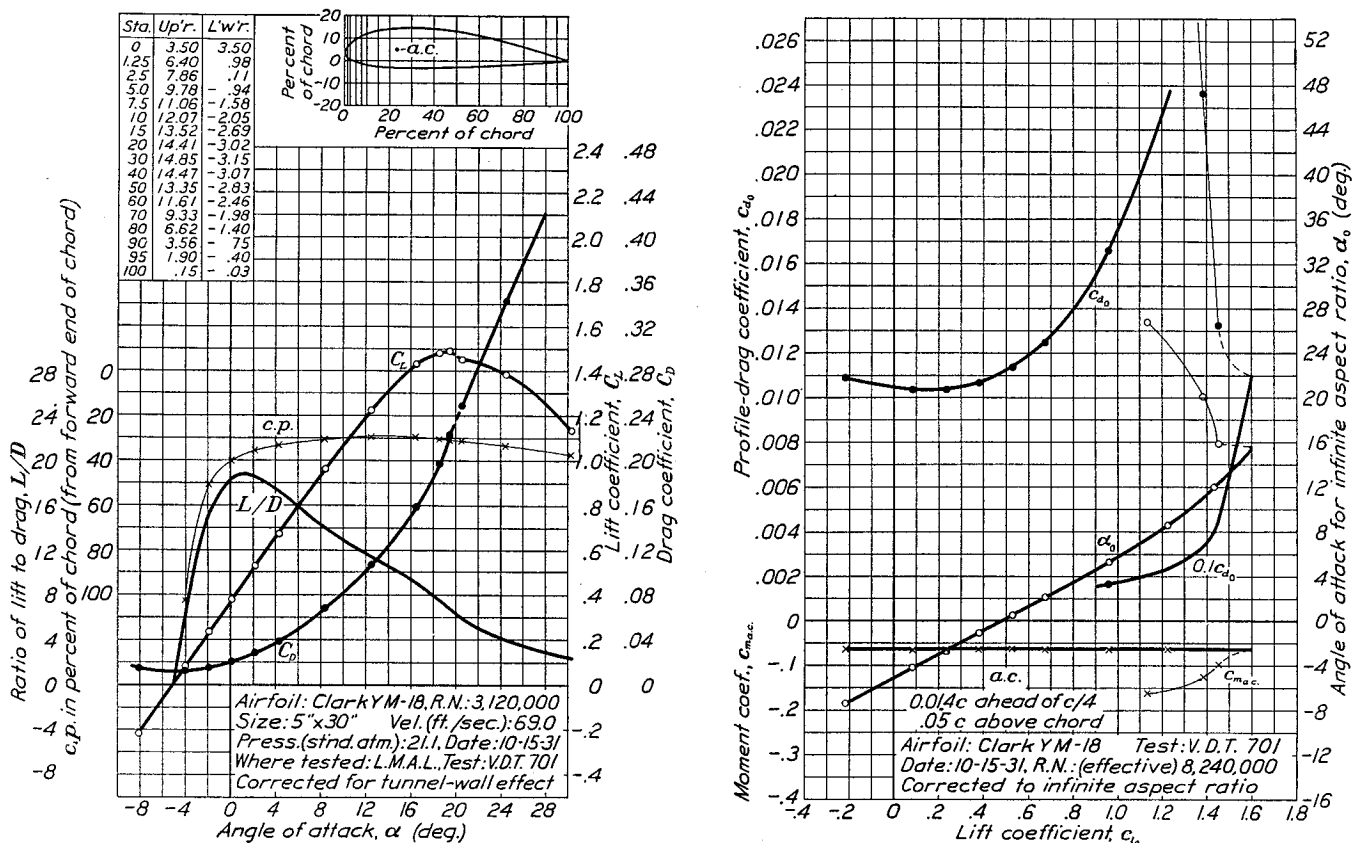


FIGURE 63.—Clark Y M-18 airfoil.

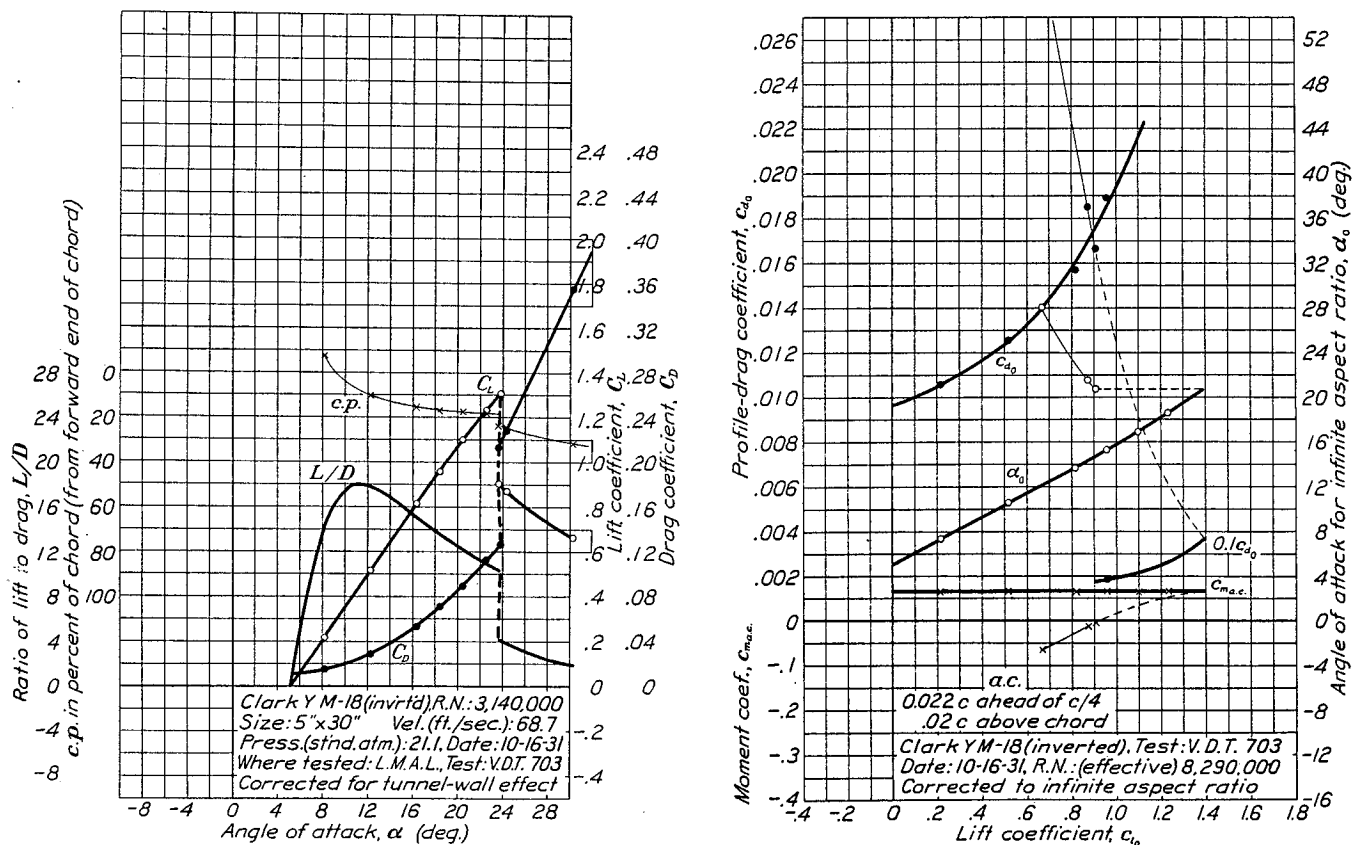


FIGURE 64.—Clark Y M-18 airfoil (inverted).

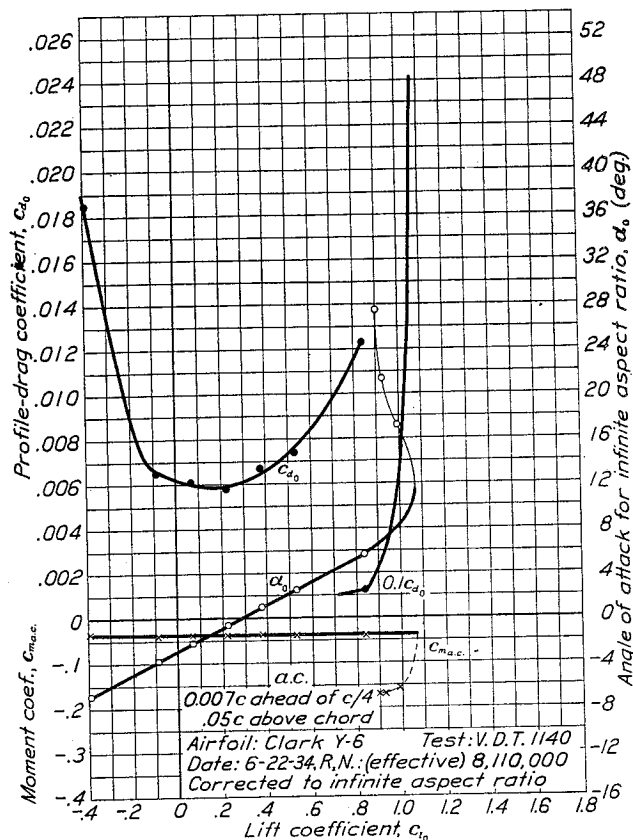
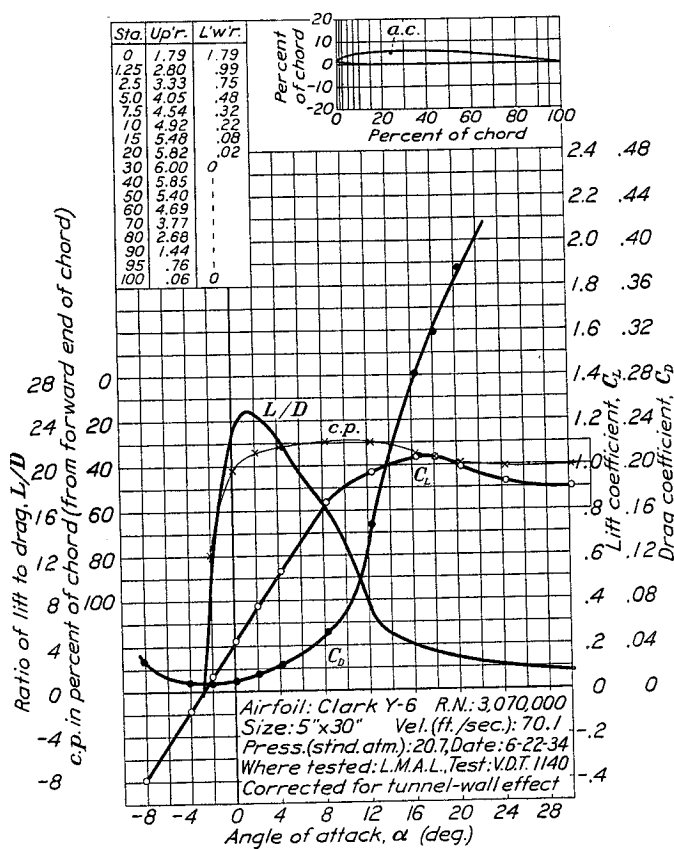


FIGURE 65.—Clark Y-6 airfoil.

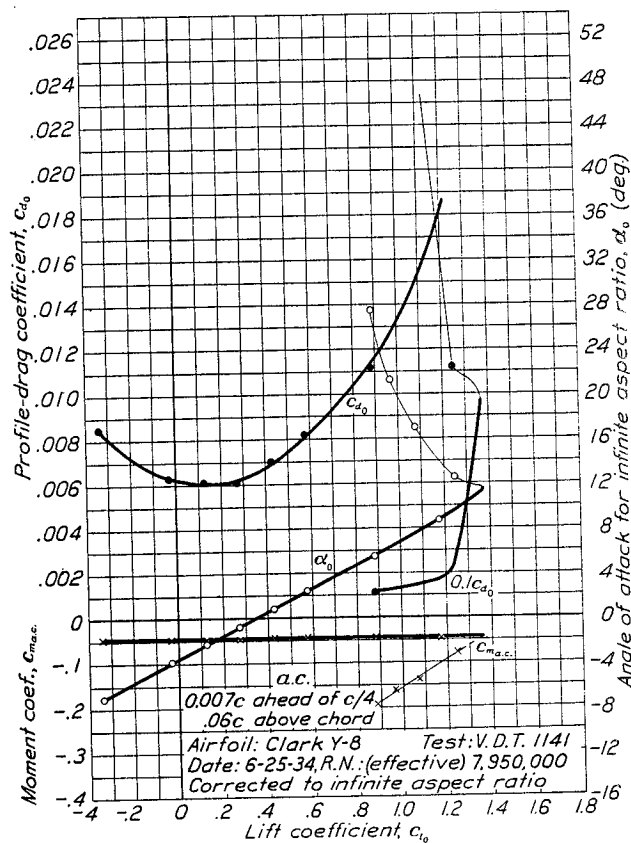
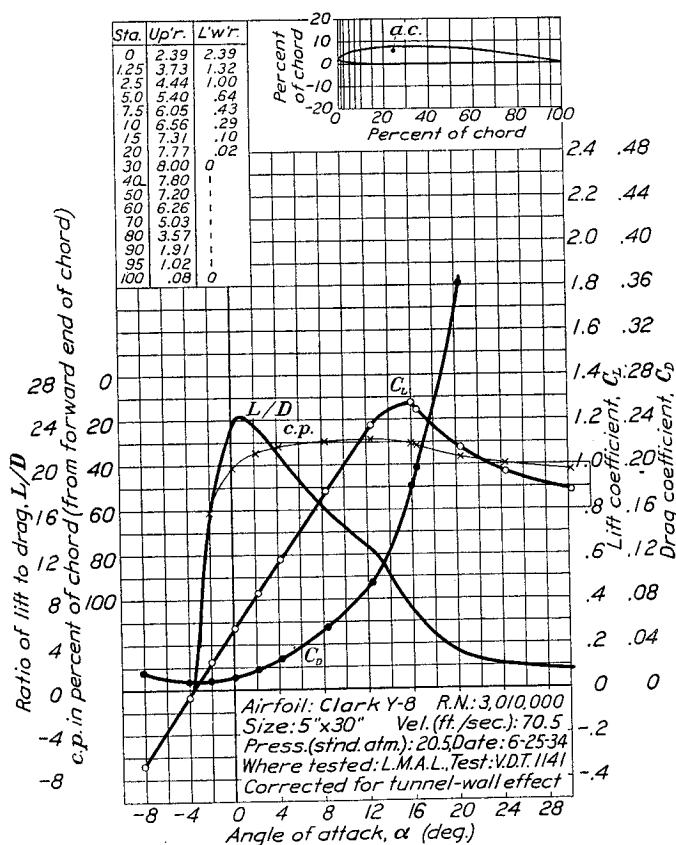


FIGURE 66.—Clark Y-8 airfoil.

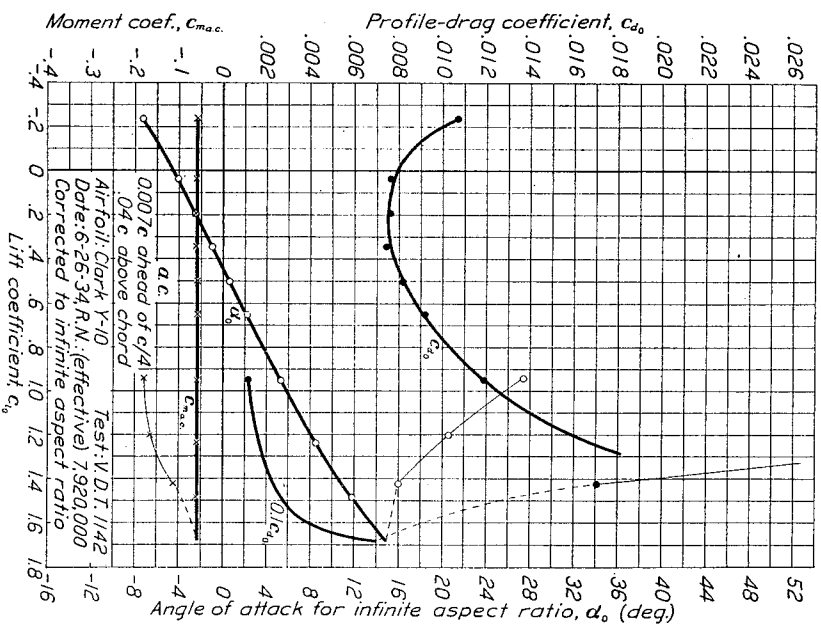


FIGURE 67.—Clark Y-10 airfoil.

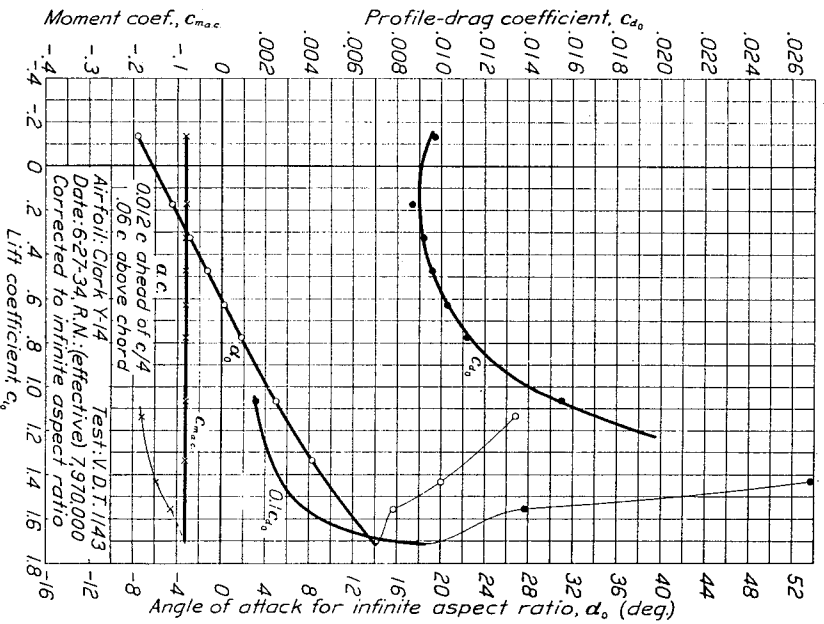


FIGURE 68.—Clark Y-14 airfoil.

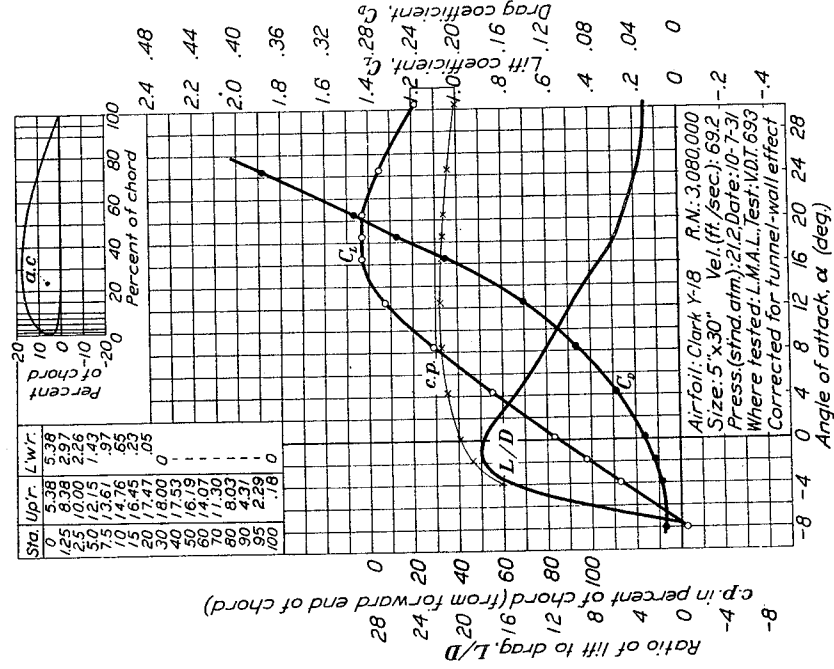


FIGURE 69.—Clark Y-18 airfoil.

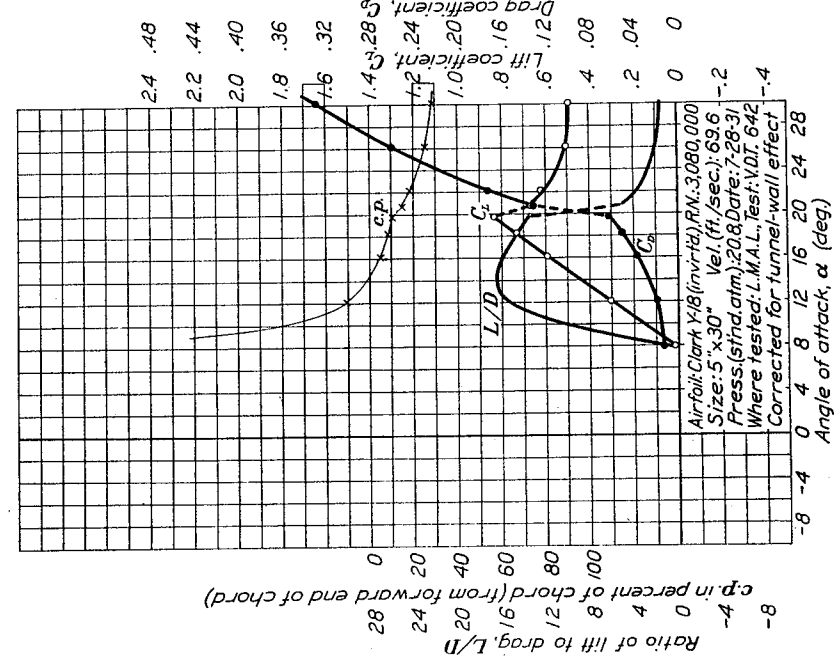
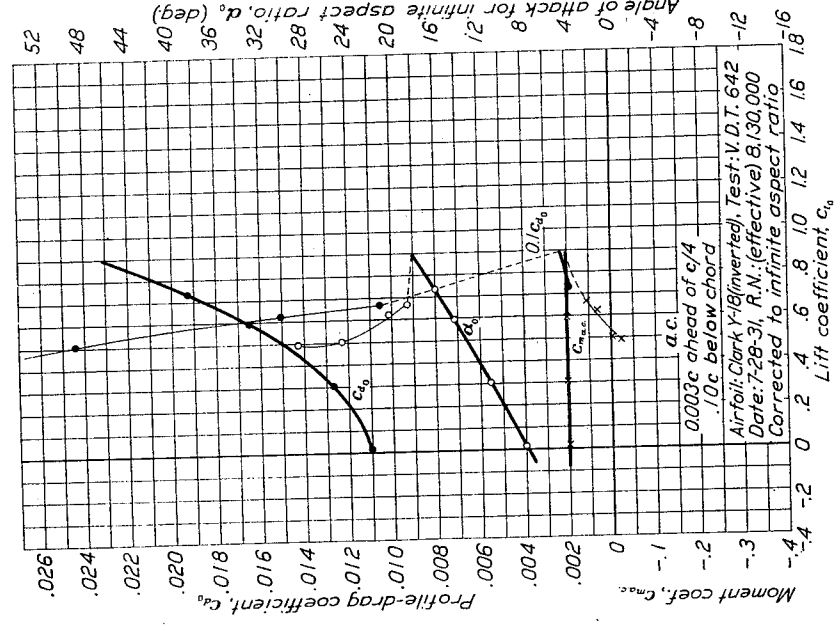
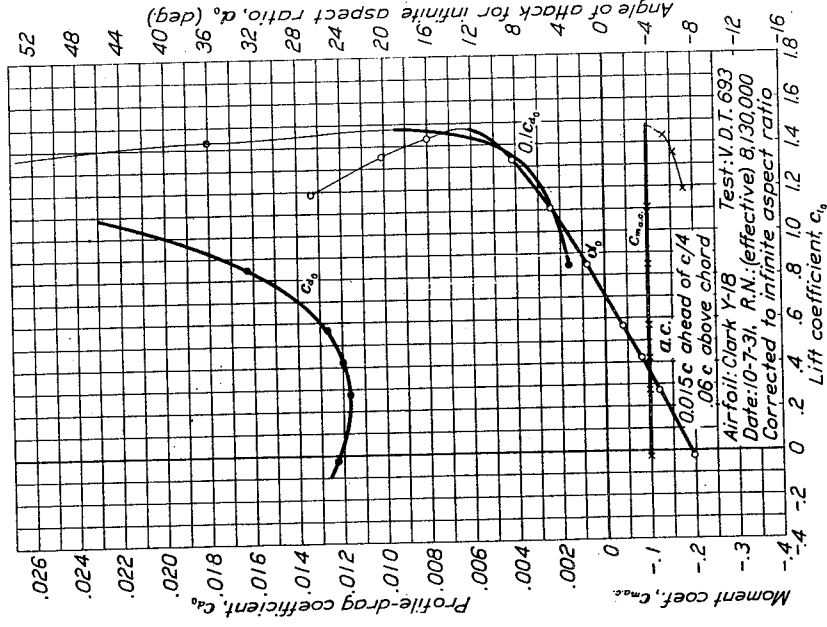


FIGURE 70.—Clark Y-18 airfoil (inverted).



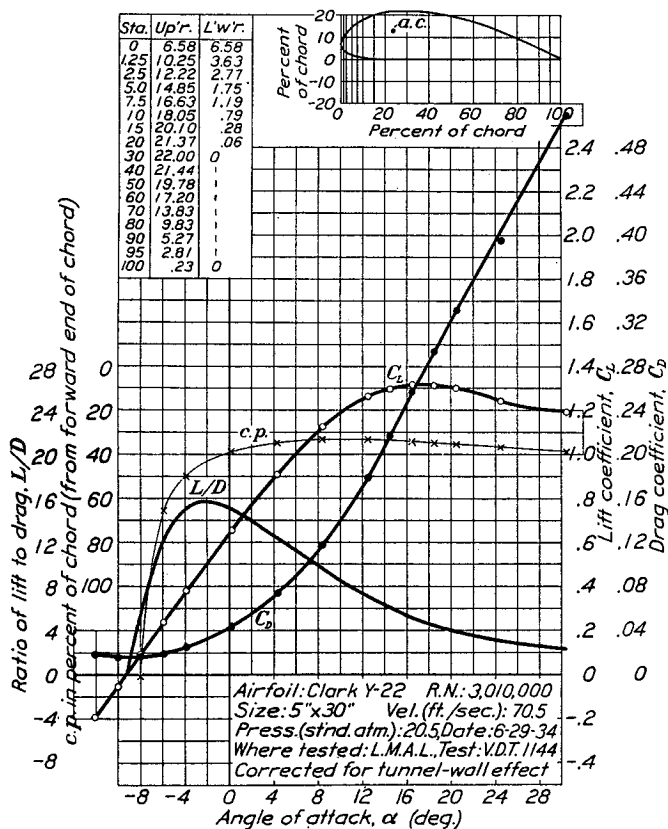


FIGURE 71.—Clark Y-22 airfoil.

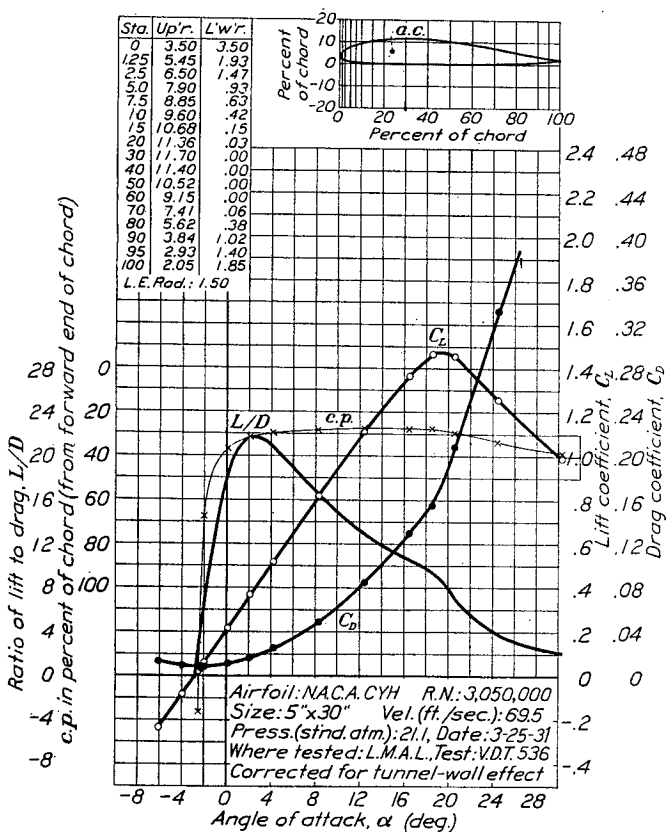
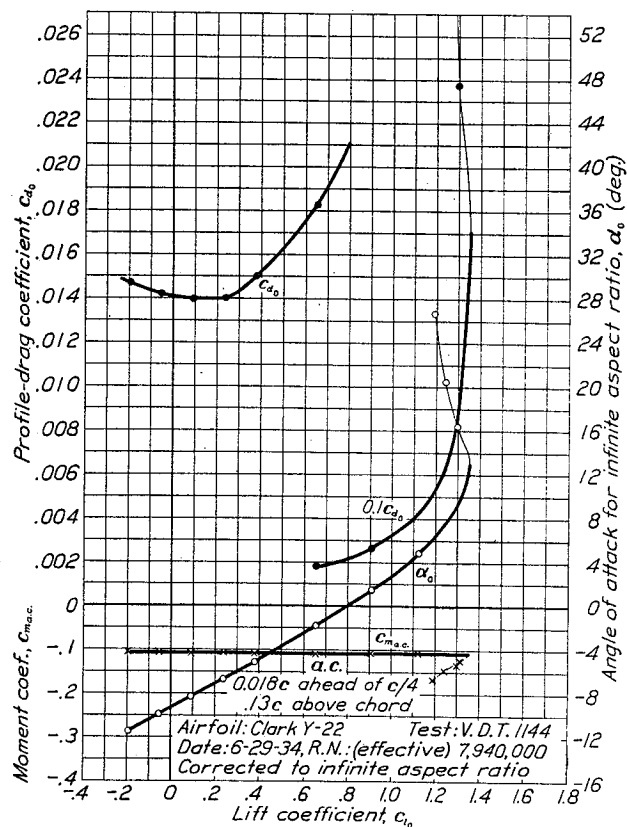
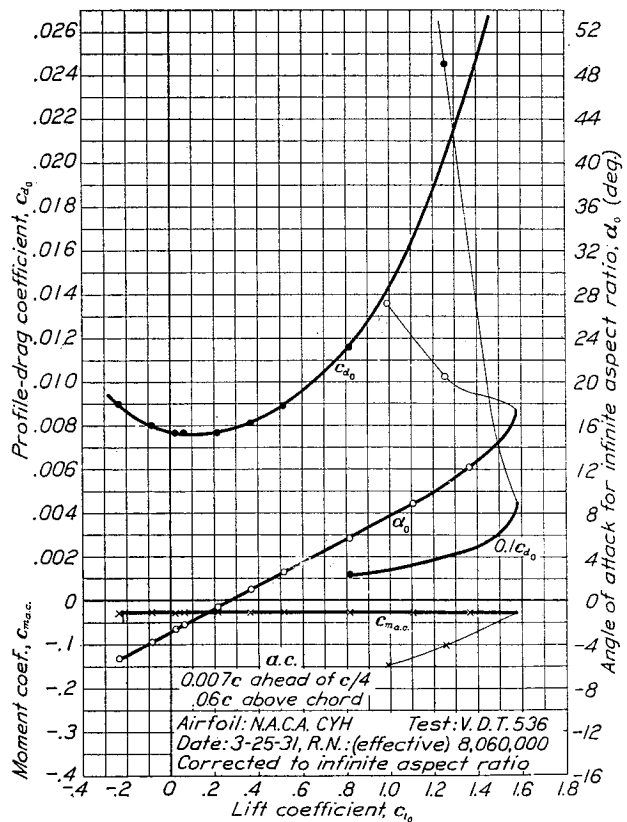


FIGURE 72.—N. A. C. A. CYH airfoil.



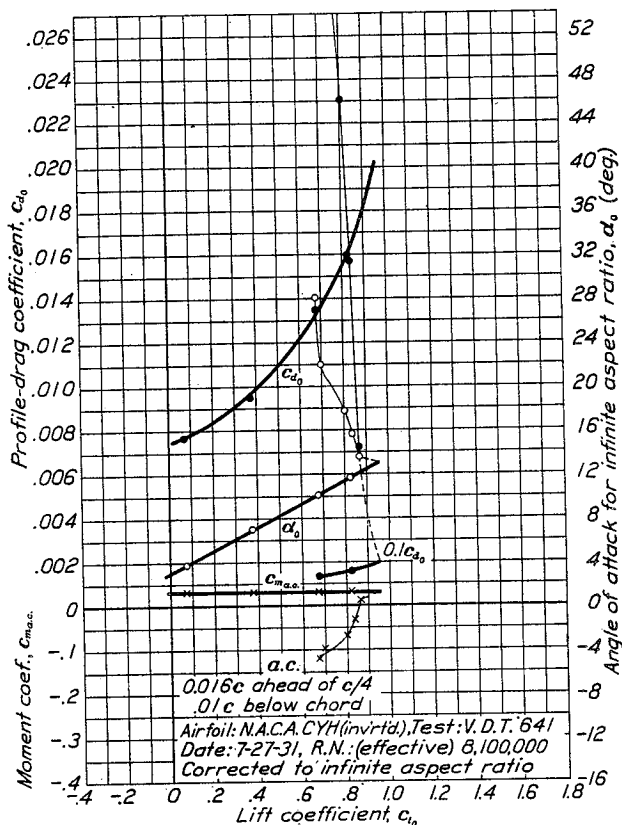
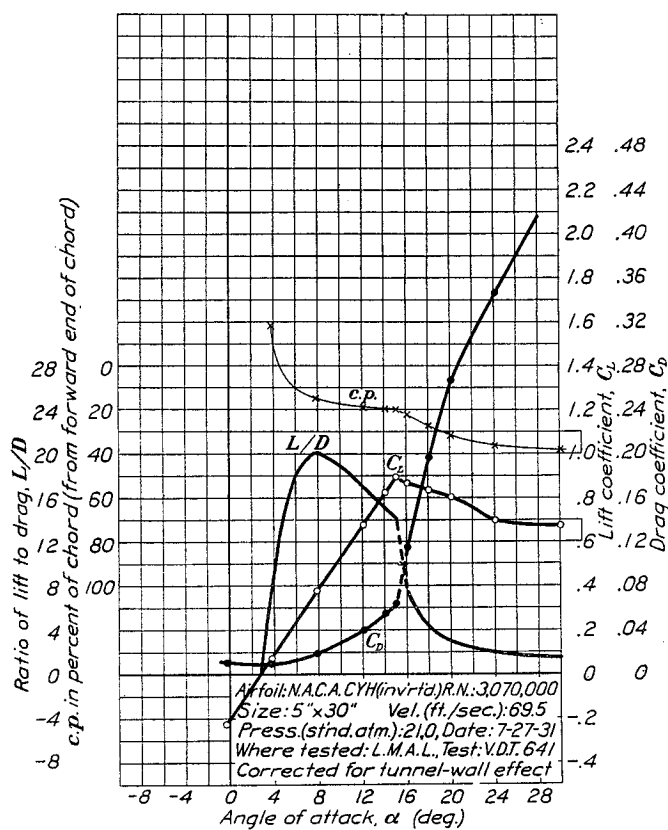


FIGURE 73.—N. A. C. A. CYH airfoil (inverted).

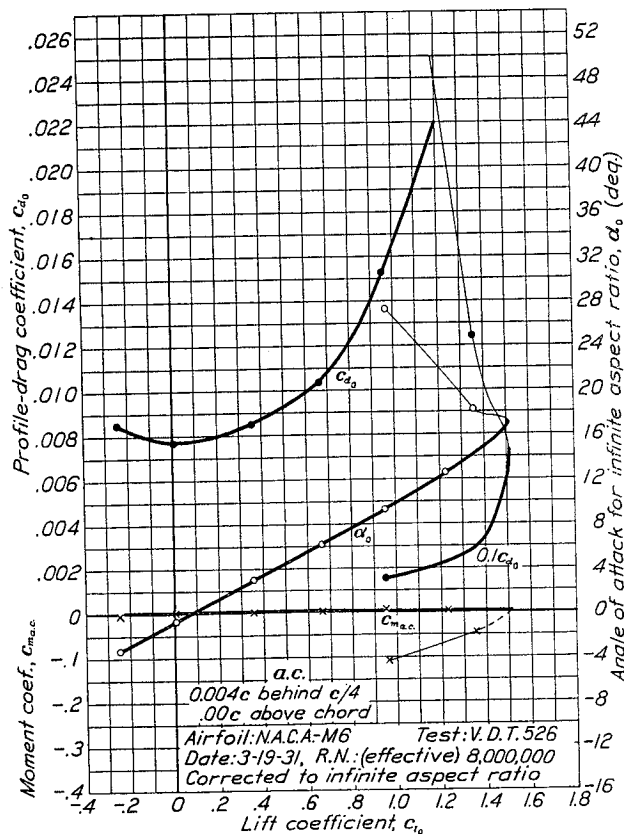
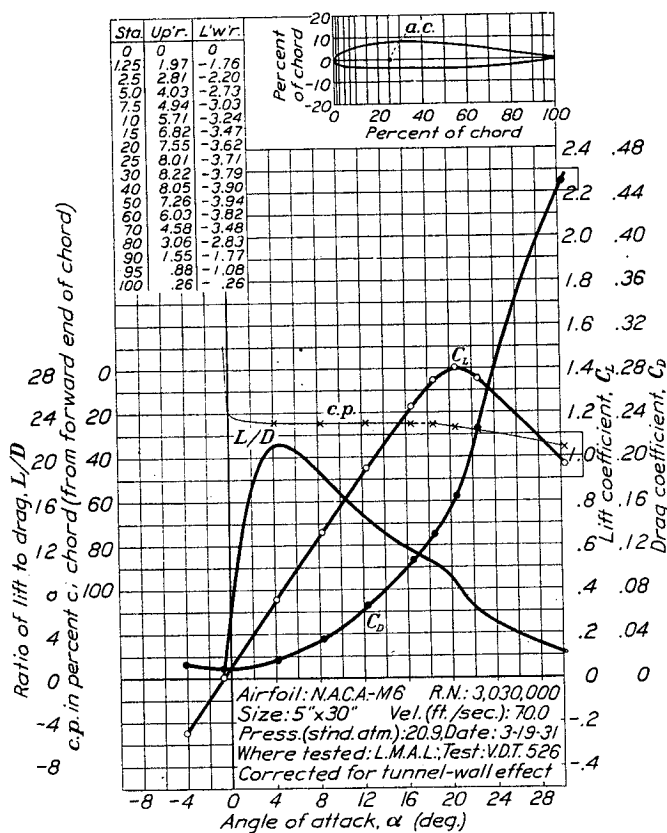


FIGURE 74.—N. A. C. A. —M6 airfoil.

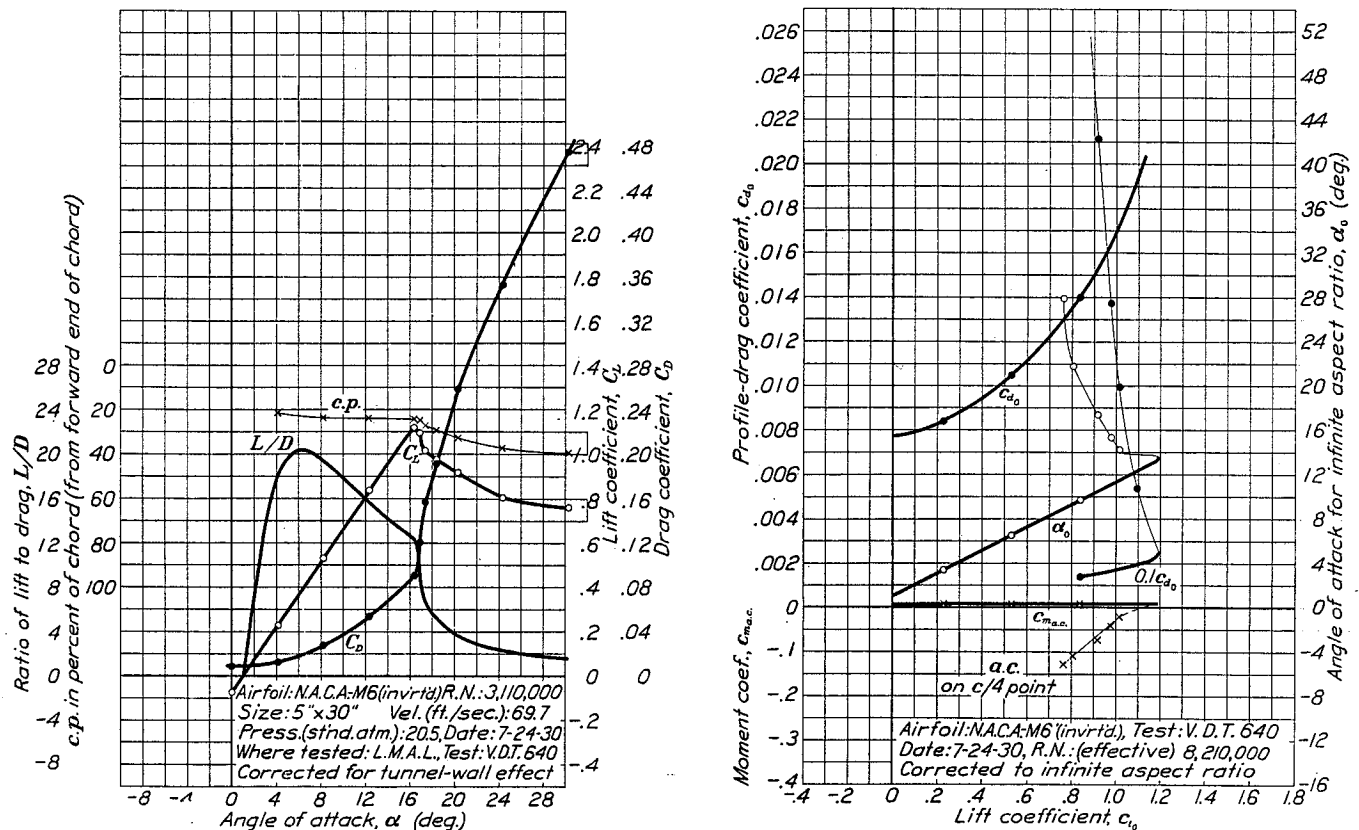


FIGURE 75.—N. A. C. A. —M6 airfoil (inverted).

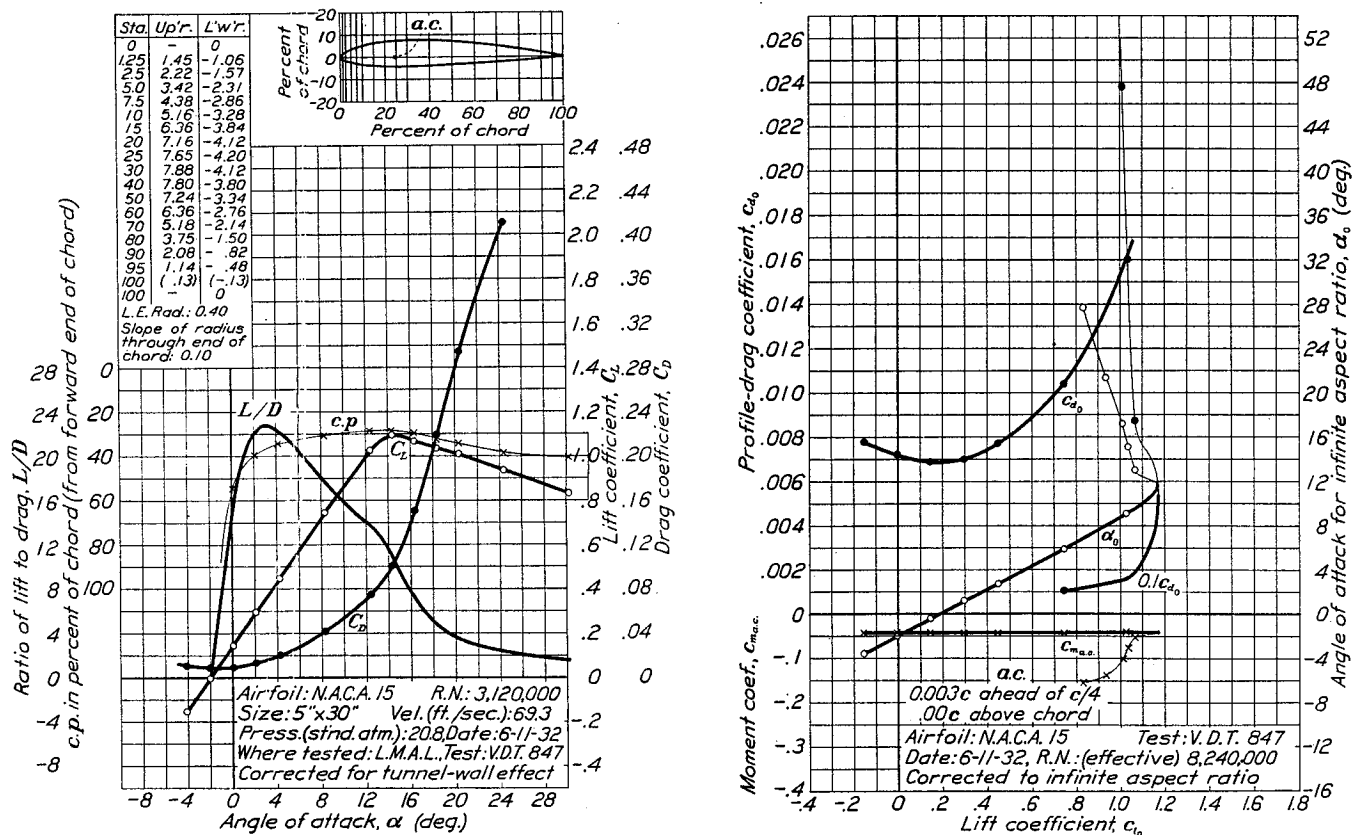


FIGURE 76.—N. A. C. A. 15 airfoil.

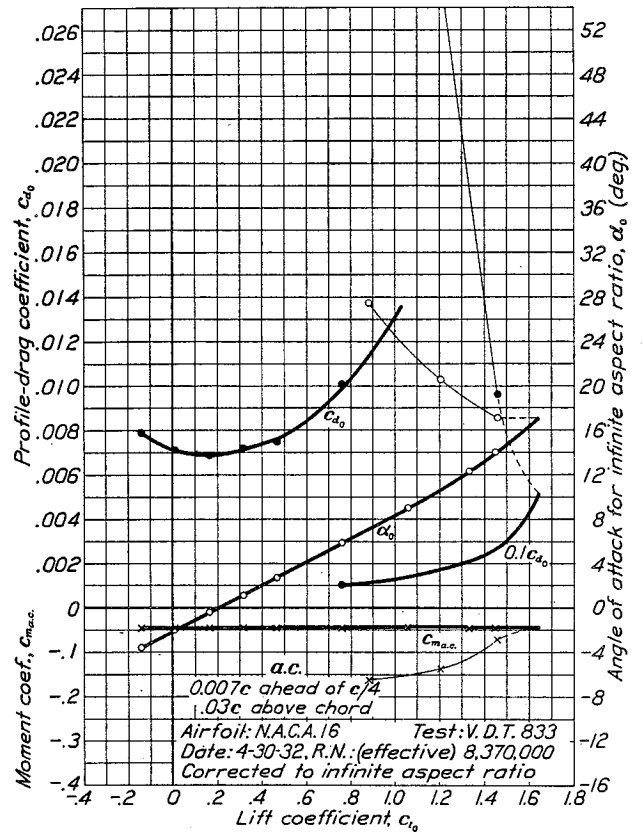
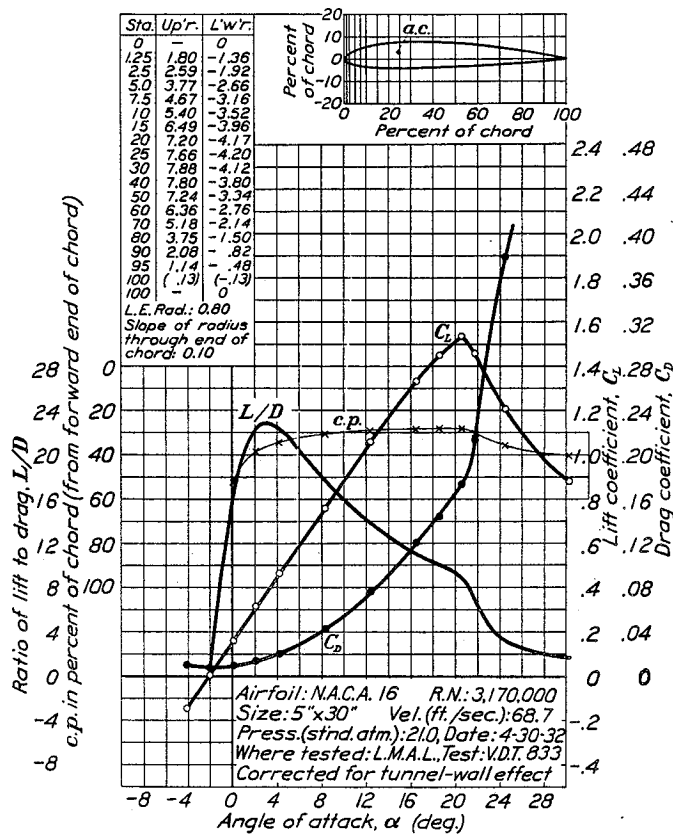


FIGURE 77.—N. A. C. A. 16 airfoil.

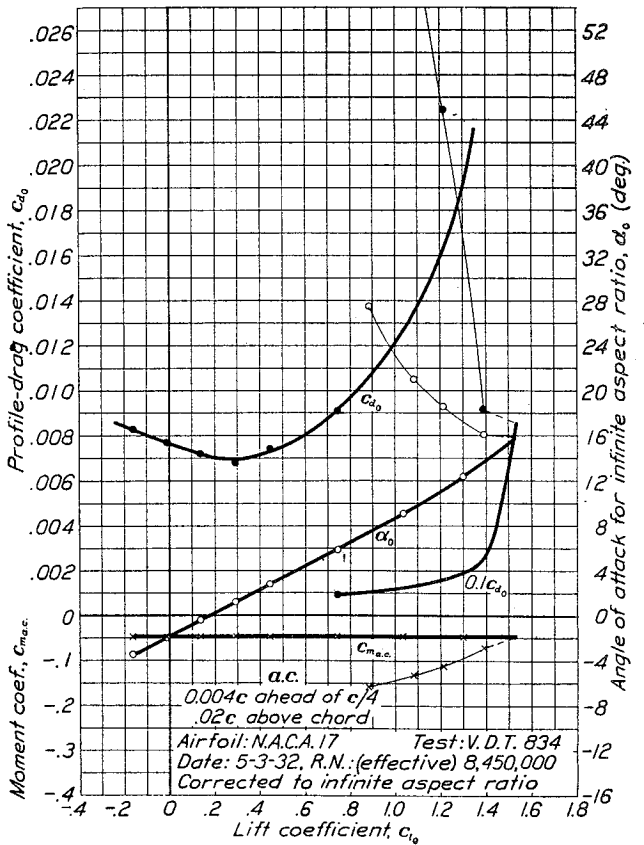
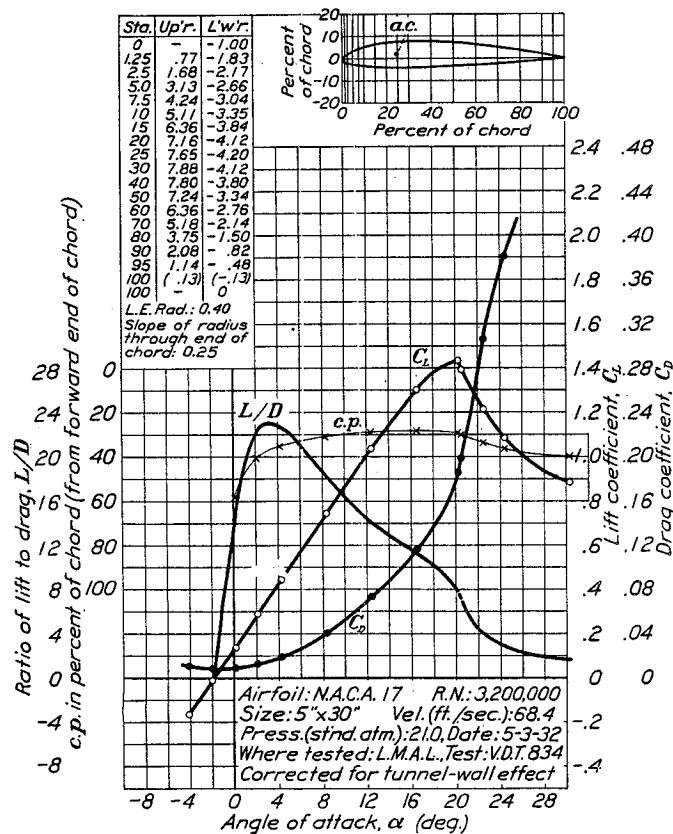


FIGURE 78.—N. A. C. A. 17 airfoil.

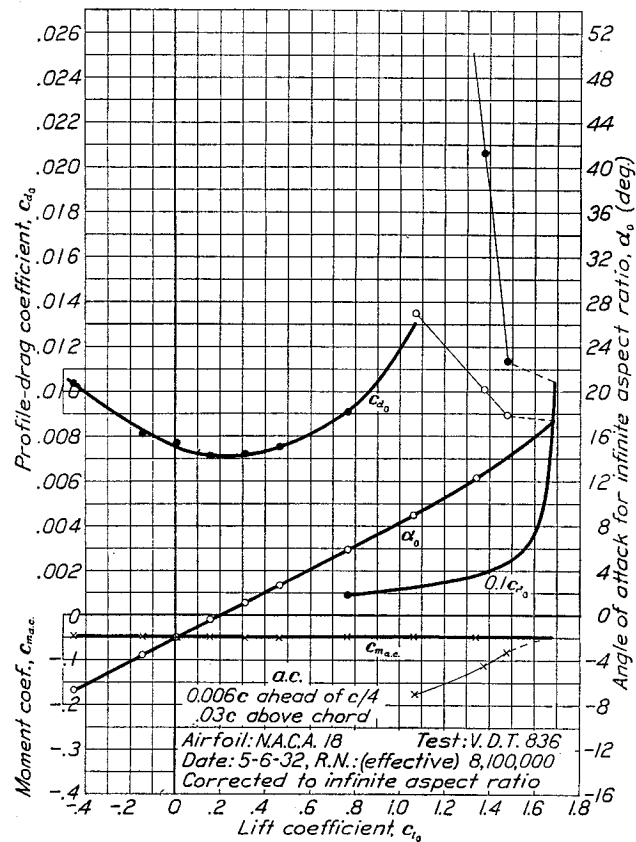
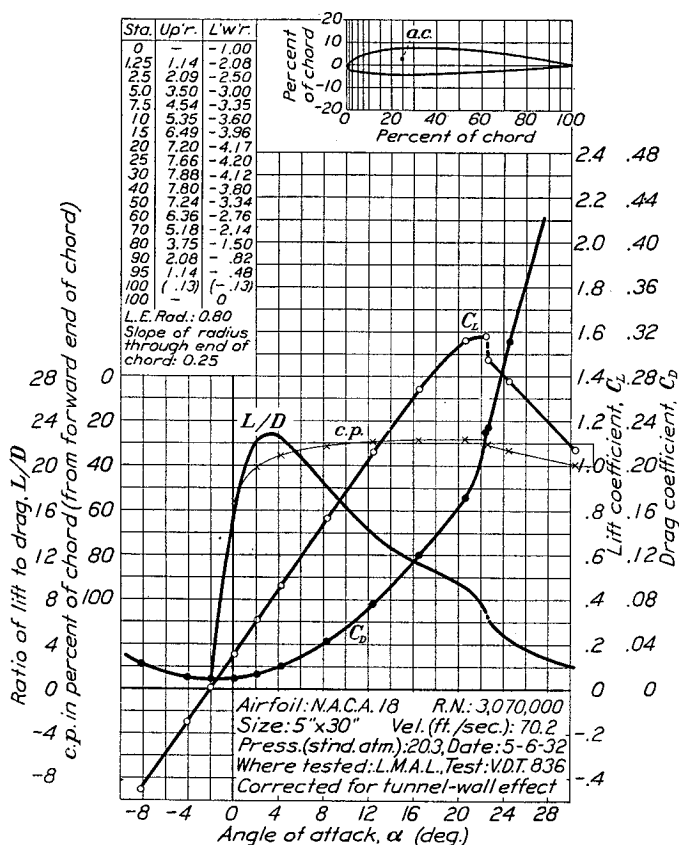


FIGURE 79.—N. A. C. A. 18 airfoil.

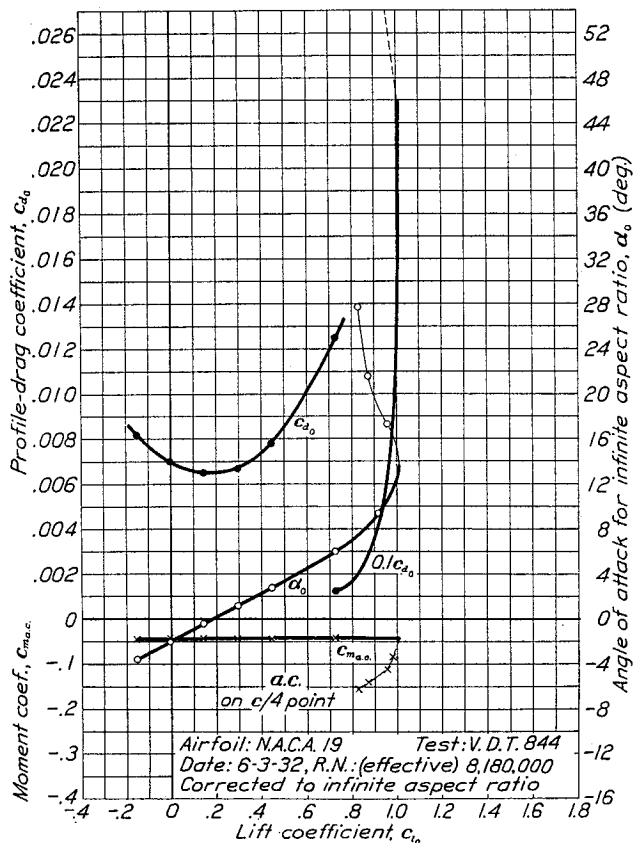
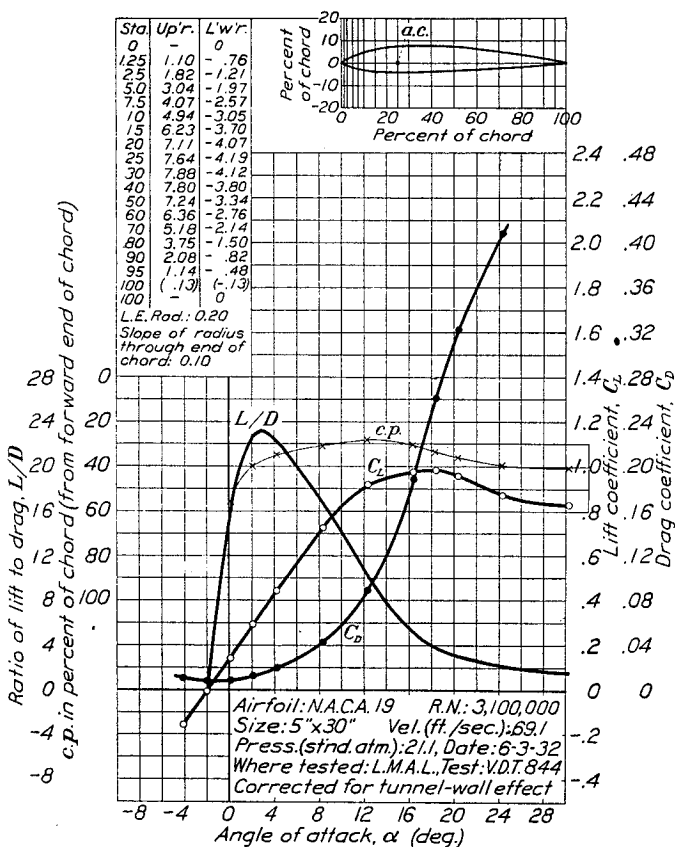


FIGURE 80.—N. A. C. A. 19 airfoil.

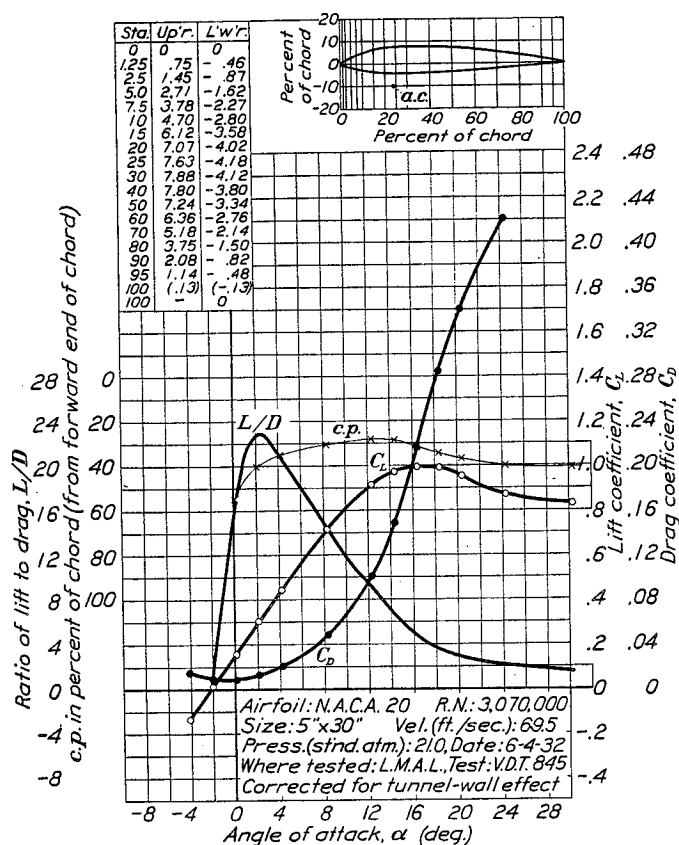


FIGURE 81.—N. A. C. A. 20 airfoil.

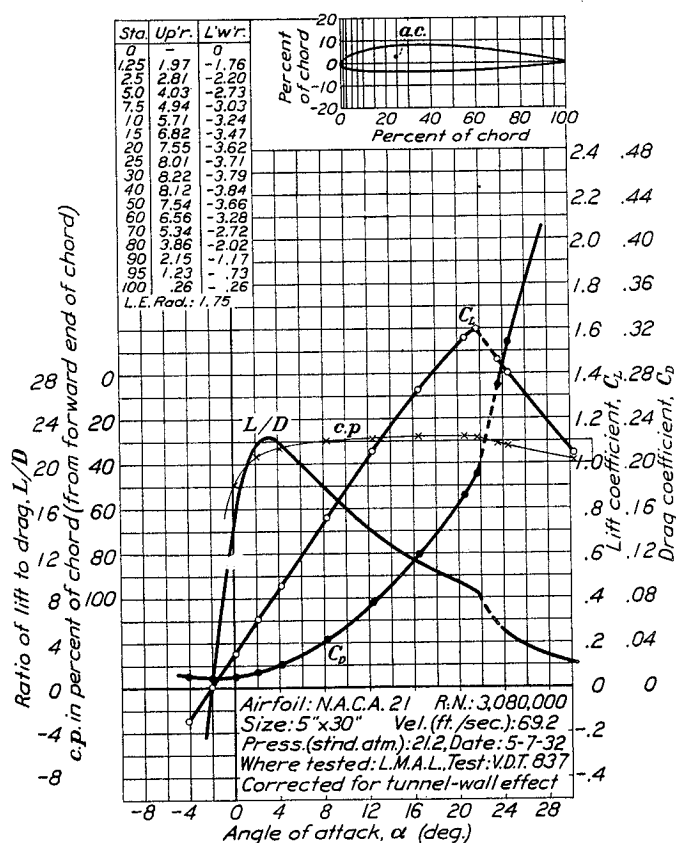
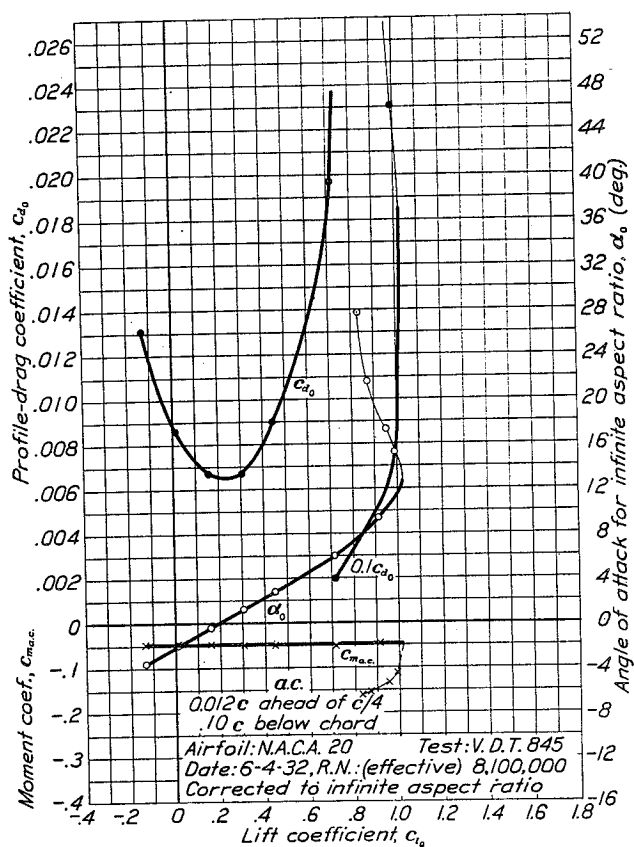
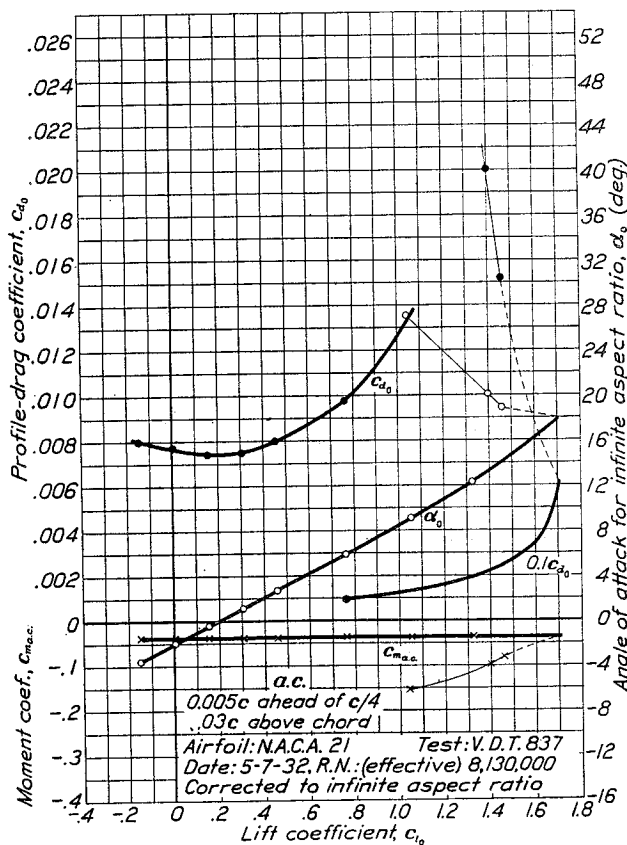


FIGURE 82.—N. A. C. A. 21 airfoil.



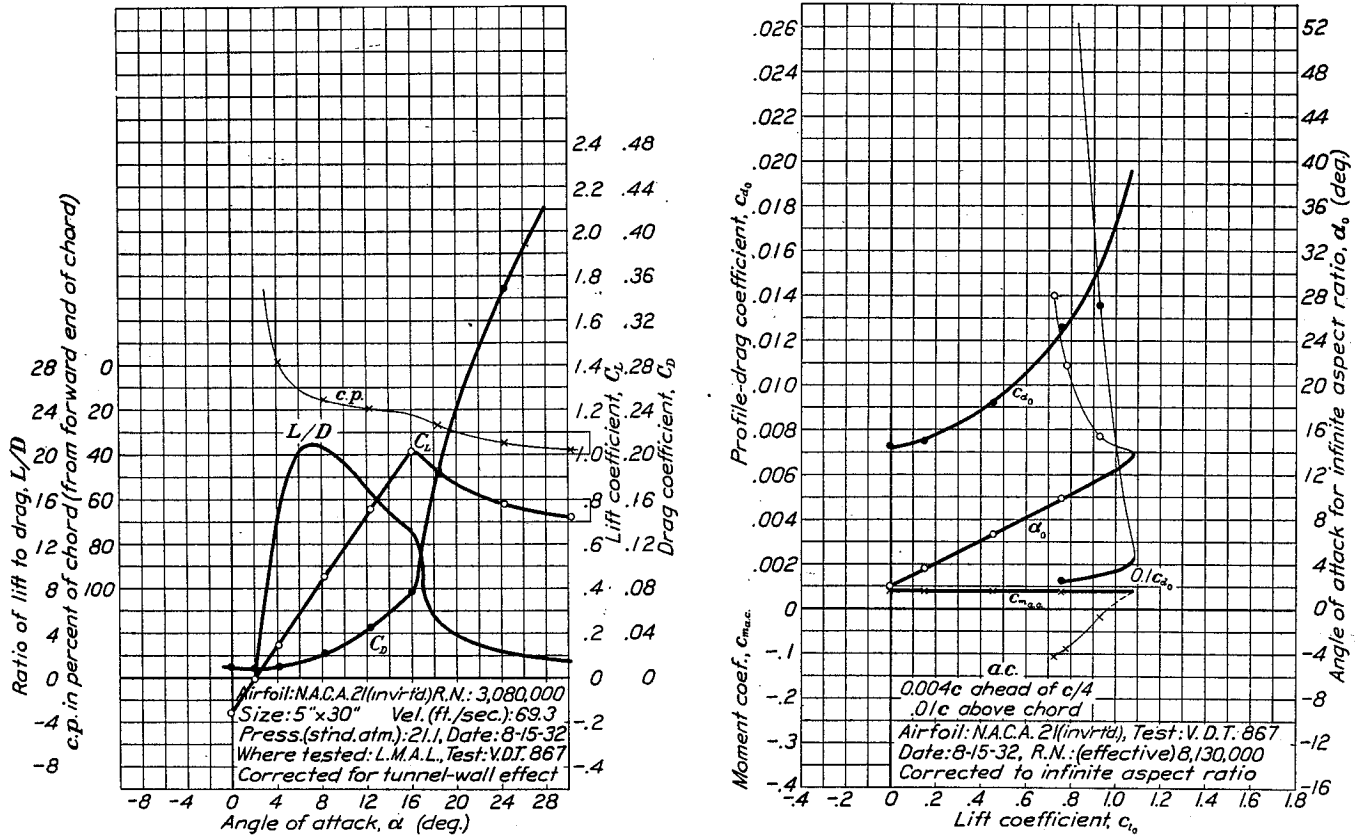


FIGURE 83.—N. A. C. A. 21 airfoil (inverted).

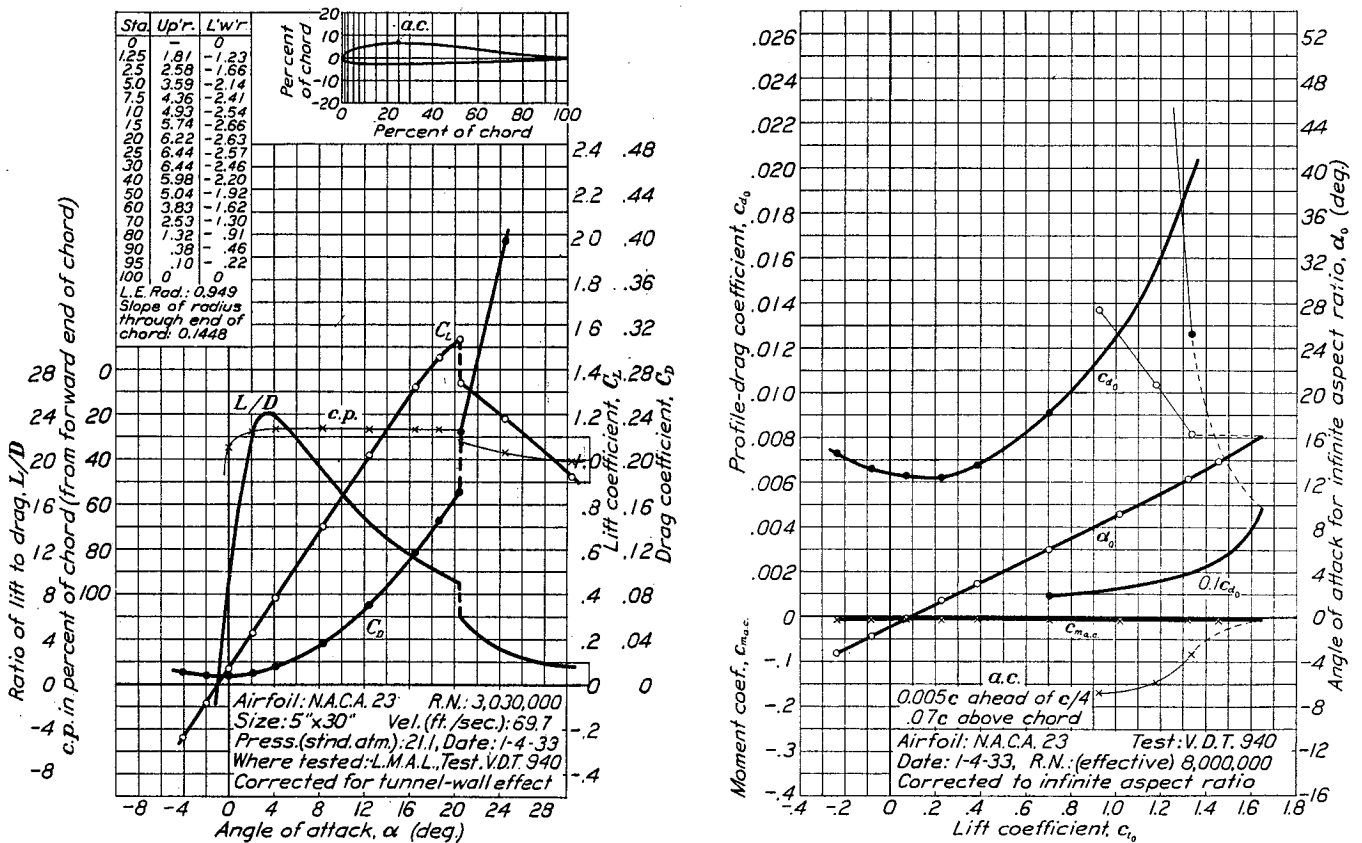


FIGURE 84.—N. A. C. A. 23 airfoil.

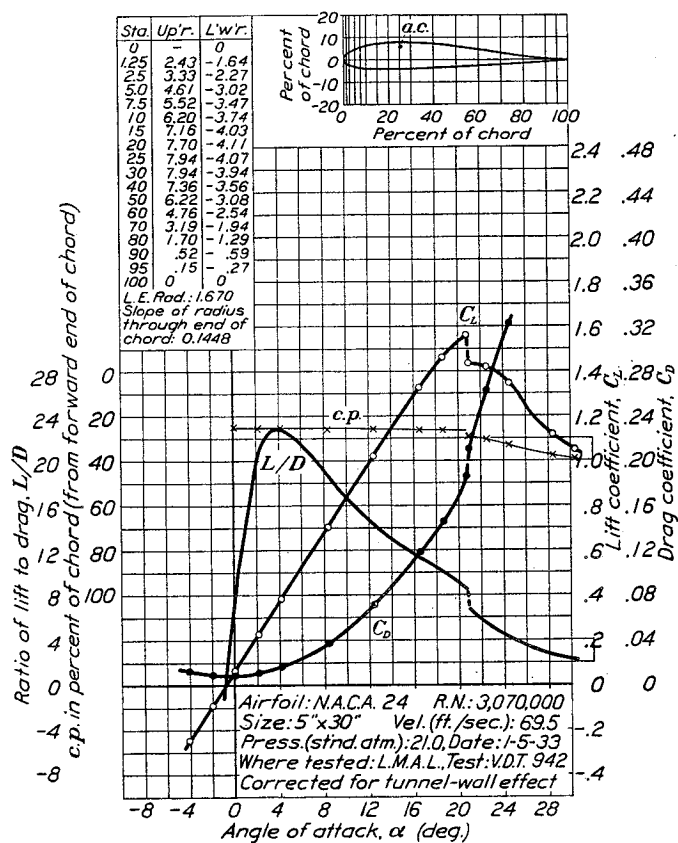


FIGURE 85.—N. A. C. A. 24 airfoil.

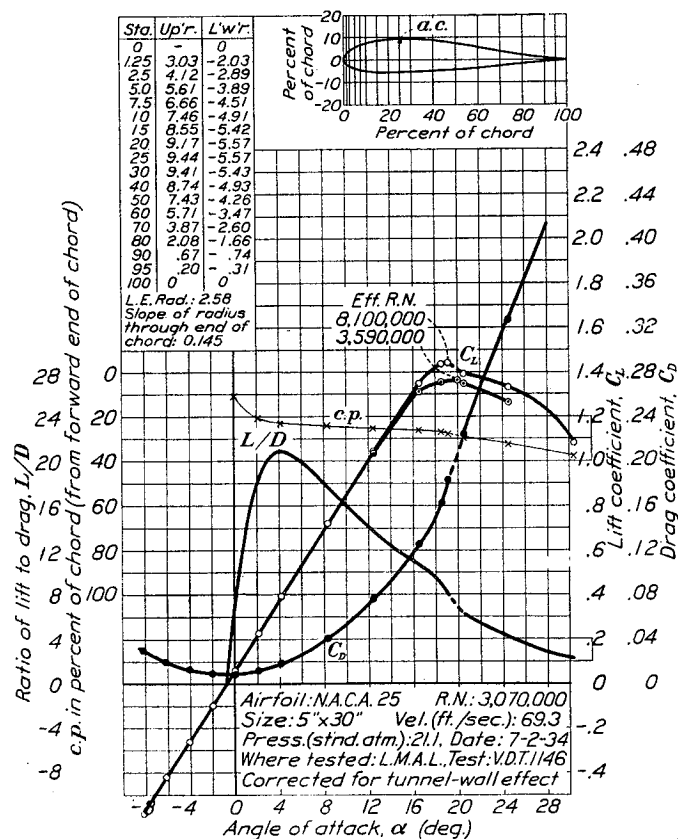
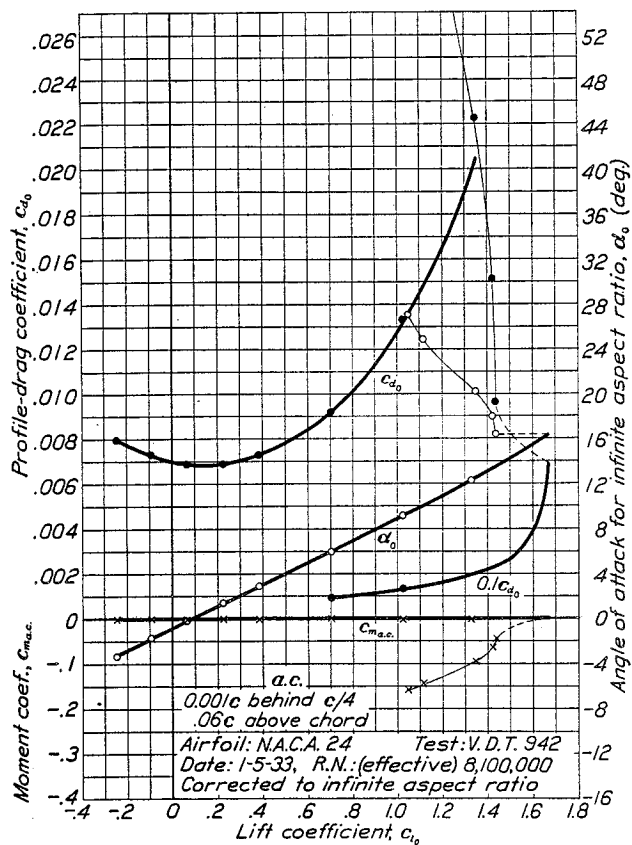
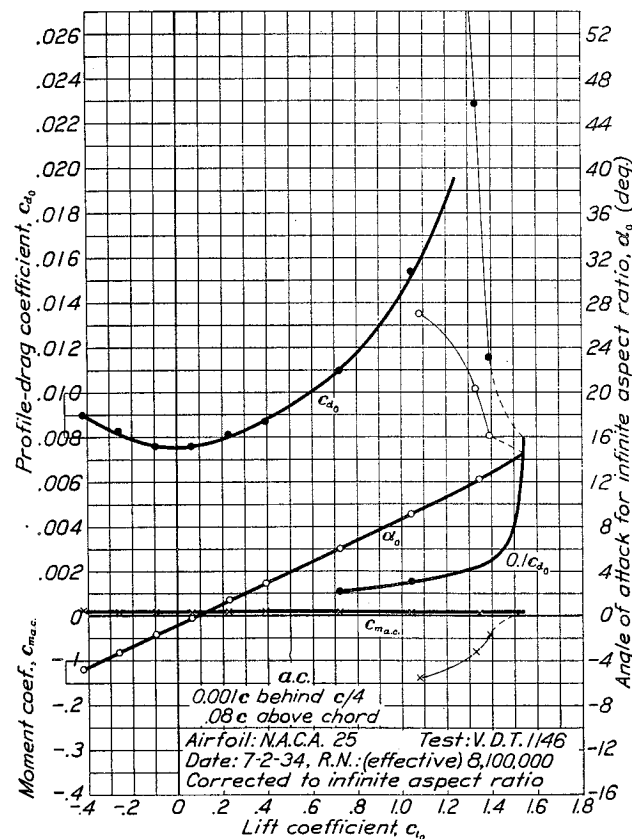


FIGURE 86.—N. A. C. A. 25 airfoil.



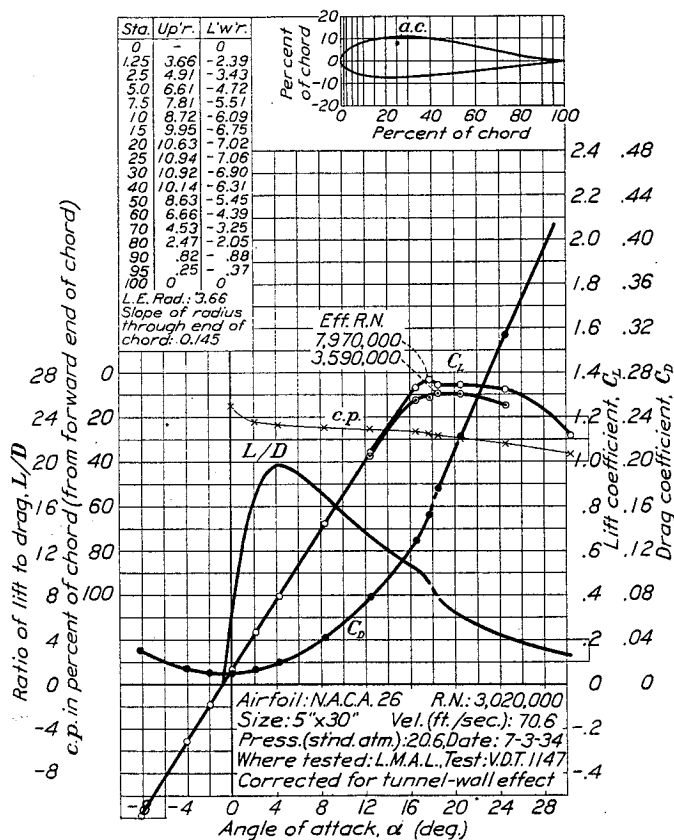


FIGURE 87.—N. A. C. A. 26 airfoil.

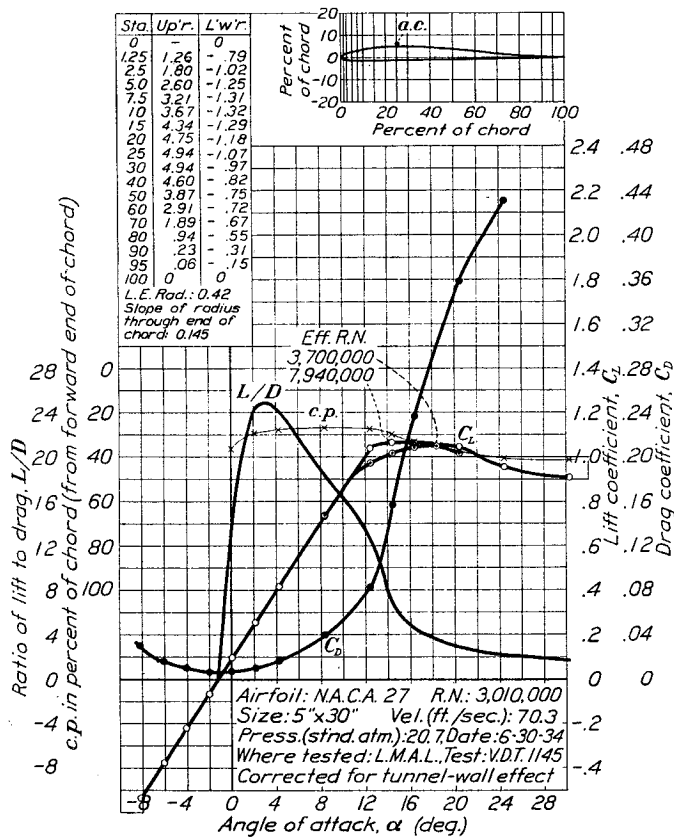
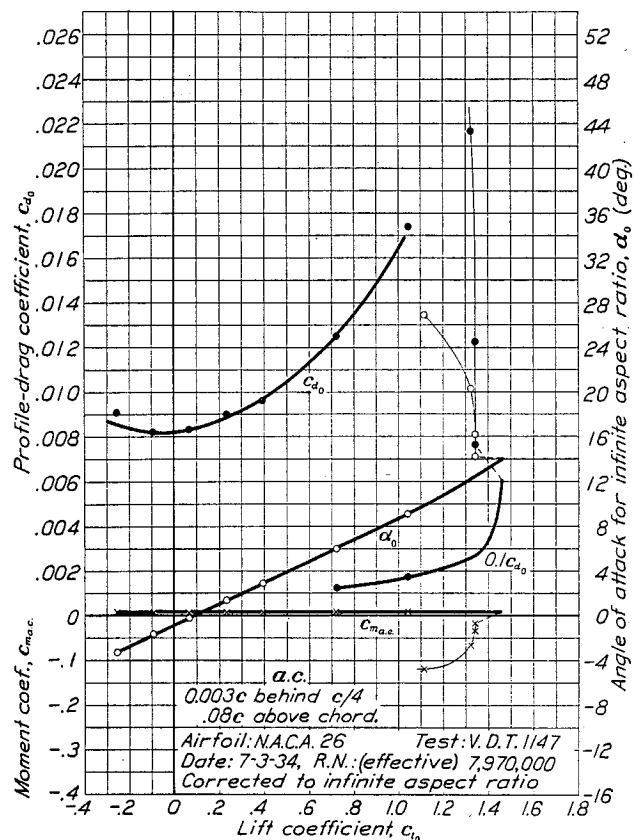


FIGURE 88.—N. A. C. A. 27 airfoil.

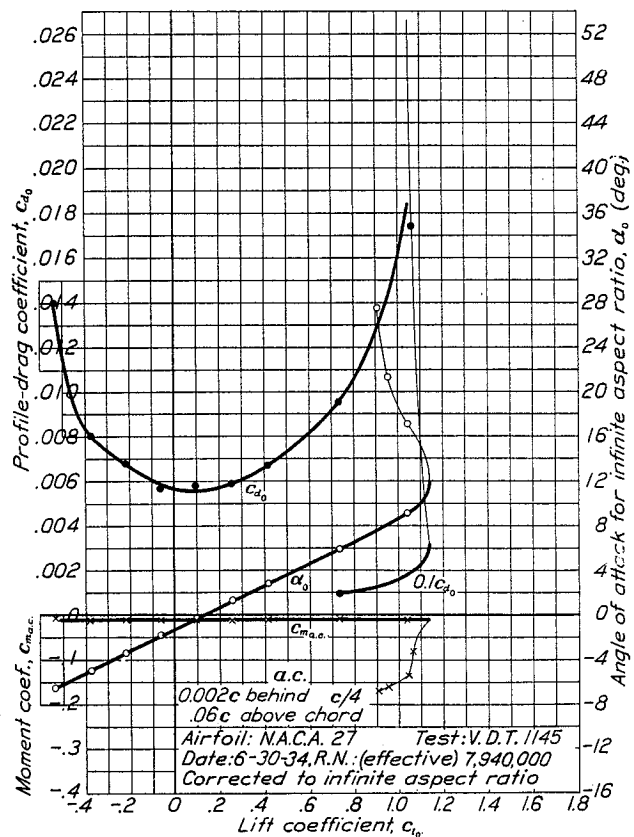


TABLE I.—CHARACTERISTICS OF RELATED N. A. C. A. AIRFOILS REPORTED IN REFERENCE 1

Airfoil	Classification			Effective Reynolds Number (millions)	Fundamental section characteristics										Derived and additional characteristics that may be used for structural design									
	Chord	PD	SE		C_{Lmax}	α_0 (deg.)	η_0 (per deg.)	C_{Lopt}	C_{D0min}	C_{ma-c}	a, c (percent c from $c/4$)		$\frac{C_{Lmax}}{C_{D0min}}$	$\frac{c, p_{at}}{C_{Lmax}}$	Wing characteristics $A=6$; round tips			Thickness at—			Camber (per cent c)			
											Ahead	Above			m_0 (per radian)	C_{Dmin}	0.15c (per cent c)	0.65c (per cent c)	Maximum (per cent c)					
N. A. C. A.:	(1)	(2)	(3)	(4)	(5)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)		
0006.....	A A	A10	A	D	8.5	0.91	0	0.098	0	0.0054	0	0.7	2	169	35	4.28	0.0054	5.35	4.13	6	0	0		
0009.....	A A	B10	B0	A	8.3	1.39	0	0.098	0	0.0064	0	1.0	5	217	26	4.28	0.0064	8.02	6.20	9	0	0		
0012.....	A A	C10	C0	A	8.4	1.66	0	0.099	0	0.0069	0	1.6	3	241	26	4.32	0.0069	10.69	8.27	12	0	0		
0015.....	A A	D10	D0	A	8.6	1.66	0	0.097	0	0.0077	0	1.2	4	216	25	4.24	0.0077	13.36	10.33	15	0	0		
0018.....	A A	E10	E0	A	7.8	1.53	0	0.096	0	0.0088	0	1.7	4	174	24	4.20	0.0088	16.04	12.40	18	0	0		
0021.....	A A	F10	F0	A	8.3	1.48	0	0.093	0	0.0100	0	3.0	6	148	24	4.11	0.0100	18.71	14.46	21	0	0		
0025.....	A A	E2	B	A	8.5	1.28	0	0.085	0	0.0119	0	2.7	5	108	25	3.82	0.0119	22.27	17.22	25	0	0		
2212.....	A A	C12	C3	B	8.4	1.72	-1.8	0.099	12	0.0072	-0.029	-0.9	5	238	27	4.31	0.0073	10.69	8.25	12	2	2		
2306.....	A A	A10	A	D	8.1	1.11	-1.8	0.100	14	0.0063	-0.036	-0.4	4	176	29	4.34	0.0064	5.36	4.14	6	2	2		
2309.....	A A	B10	B2	A	7.8	1.62	-2.0	0.099	14	0.0070	-0.037	-0.8	5	232	29	4.31	0.0072	8.04	6.21	9	2	2		
2312.....	A A	C10	C2	B	8.2	1.72	-1.9	0.097	12	0.0074	-0.039	1.2	4	232	27	4.24	0.0075	10.71	8.27	12	2	2		
2315.....	A A	D10	D2	B	8.0	1.65	-1.7	0.098	08	0.0083	-0.034	-0.9	3	199	28	4.28	0.0084	13.38	10.36	15	2	2		
2406.....	A A	A10	A	D	8.2	1.04	-1.7	0.099	18	0.0060	-0.039	-0.4	4	173	34	4.31	0.0063	5.34	4.14	6	2	2		
2409.....	A A	B10	B2	B	8.1	1.62	-1.7	0.099	08	0.0067	-0.044	-0.7	4	242	28	4.31	0.0069	8.02	6.20	9	2	2		
2412.....	A A	C10	C2	B	8.2	1.72	-2.0	0.098	14	0.0071	-0.040	-0.5	3	242	28	4.28	0.0072	10.71	8.27	12	2	2		
2415.....	A A	D10	D2	C	8.0	1.66	-1.7	0.097	10	0.0082	-0.040	1.4	5	201	28	4.24	0.0083	13.39	10.34	15	2	2		
2418.....	A A	E10	E2	C	8.0	1.53	-1.9	0.094	06	0.0093	-0.038	1.1	2	165	27	4.14	0.0094	16.08	12.39	18	2	2		
2421.....	A A	F10	E3	D	7.9	1.44	-1.7	0.093	06	0.0106	-0.035	1.4	2	136	28	4.11	0.0106	18.75	14.46	21	2	2		
2506.....	A A	A10	A	D	8.1	1.06	-2.0	0.099	14	0.0062	-0.048	0	0	171	37	4.31	0.0064	5.36	4.13	6	2	2		
2509.....	A A	B10	B2	B	8.0	1.48	-2.1	0.098	13	0.0078	-0.051	0.3	2	218	29	4.28	0.0069	8.04	6.21	9	2	2		
2512.....	A A	C10	C2	B	8.1	1.73	-2.1	0.098	18	0.0074	-0.054	1.0	2	234	28	4.28	0.0076	10.70	8.27	12	2	2		
2515.....	A A	D10	D2	B	8.1	1.64	-2.0	0.095	09	0.0085	-0.050	1.0	2	193	28	4.15	0.0087	13.38	10.33	15	2	2		
2518.....	A A	E10	E2	B	8.1	1.38	-2.0	0.092	06	0.0093	-0.047	1.1	2	170	28	4.07	0.0093	16.72	12.41	18	2	2		
2521.....	A A	F10	E3	B	8.2	1.48	-1.8	0.091	02	0.0105	-0.044	2.3	4	141	28	4.04	0.0105	18.72	14.47	21	2	2		
2612.....	A A	C10	C1	B	8.4	1.78	-2.3	0.096	16	0.0075	-0.062	1.4	2	237	23	4.20	0.0076	10.70	8.26	12	2	2		
2712.....	A A	C10	C0	B	8.0	1.80	-2.6	0.096	16	0.0076	-0.075	1.0	1	237	29	4.20	0.0079	10.69	8.25	12	2	2		
4212.....	A A	C10	C5	A	8.5	1.83	-3.4	0.098	28	0.0078	-0.060	-0.6	2	235	29	4.28	0.0084	10.70	8.27	12	4	4		
4306.....	A A	A10	A	D	8.1	1.28	-3.8	0.099	28	0.0071	-0.075	-0.5	2	180	31	4.31	0.0079	5.40	4.14	6	4	4		
4309.....	A A	B10	B5	B	8.3	1.71	-3.6	0.099	24	0.0077	-0.073	-0.7	3	222	29	4.31	0.0080	8.09	6.21	9	4	4		
4312.....	A A	C10	C5	B	8.3	1.74	-3.9	0.096	27	0.0080	-0.076	-0.9	3	218	30	4.20	0.0085	10.77	8.27	12	4	4		
4315.....	A A	D10	D4	B	8.2	1.67	-3.6	0.099	10	0.0090	-0.069	1.2	4	186	29	4.31	0.0091	13.47	10.34	15	4	4		
4318.....	A A	E10	E4	B	8.1	1.56	-3.5	0.095	16	0.0101	-0.065	1.3	3	154	29	4.18	0.0103	16.14	12.41	18	4	4		
4321.....	A A	F10	E5	D	8.2	1.38	-3.6	0.091	04	0.0113	-0.058	1.8	3	122	31	4.04	0.0113	18.81	14.46	21	4	4		
4405.....	A A	A10	A	D	8.1	1.32	-3.9	0.100	32	0.0067	-0.087	-0.4	0	197	32	4.34	0.0077	5.40	4.16	6	4	4		
4409.....	A A	B10	B4	A	8.1	1.77	-3.9	0.098	26	0.0073	-0.088	-0.6	2	242	31	4.20	0.0077	8.07	6.21	9	4	4		
4412.....	A A	C10	C4	D	7.9	1.74	-4.0	0.098	32	0.0082	-0.088	-0.8	2	212	31	4.28	0.0084	10.77	8.28	12	4	4		
4415.....	A A	D10	D4	C	8.0	1.72	-4.0	0.097	22	0.0090	-0.085	1.0	1	191	31	4.24	0.0092	13.45	10.34	15	4	4		
4418.....	A A	E10	E4	D	8.1	1.57	-3.7	0.092	13	0.0097	-0.078	1.4	1	162	31	4.07	0.0100	16.15	12.40	18	4	4		
4421.....	A A	F10	E5	D	8.2	1.41	-3.4	0.089	08	0.0111	-0.071	1.9	2	127	32	3.96	0.0112	18.79	14.48	21	4	4		
4505.....	A A	A10	A	D	8.0	1.18	-4.3	0.100	34	0.0078	-0.110	-0.5	3	151	36	4.34	0.0088	5.38	4.14	6	4	4		
4509.....	A A	B10	B3	B	8.2	1.67	-4.1	0.099	27	0.0081	-0.106	-0.8	1	206	31	4.31	0.0086	8.08	6.21	9	4	4		
4512.....	A A	C10	C3	B	8.4	1.81	-4.2	0.093	21	0.0081	-0.107	-1.1	0	223	31	4.11	0.0085	10.74	8.28	12	4	4		
4515.....	A A	D10	D3	D	8.0	1.73	-4.1	0.097	17	0.0097	-0.095	-0.9	0	178	31	4.24	0.0099	13.44	10.35	15	4	4		
4518.....	A A	E10	E3	D	8.2	1.65	-3.9	0.092	13	0.0105	-0.093	1.4	2	156	31	4.07	0.0107	16.14	12.41	18	4	4		
4521.....	A A	F10	E4	D	8.2	1.50	-3.4	0.091	06	0.0117	-0.082	1.6	2	128	32	4.04	0.0117	18.80	14.47	21	4	4		
4524.....	A A	C10	C2	B	8.3	1.88	-4.6	0.094	24	0.0086	-0.124	1.0	0	219	31	4.14	0.0090	10.73	8.27	12	4	4		
4712.....	A A	C10	C1	A	8.2	1.95	-5.0	0.093	26	0.0091	-0.143	1.2	0	214	33	4.11	0.0095	10.74	8.26	12	4	4		
6212.....	A A	C7	A	A	8.5	1.87	-5.2	0.096	45	0.0090	-0.143	-0.8	4	208	30	4.20	0.0101	10.78	8.29	12	6	6		
6305.....	A A	A10	B0	D	8.1	1.65	-5.2	0.101	57	0.0086	-0.109	-1.4	0	192	32	4.37	0.0109	5.47	4.15	6	6	6		
6309.....	A A	B10	B6	B	8.2	1.78	-5.4	0.100	27	0.0090	-0.112	-0.6	3	198	32	4.34	0.0103	8.18	6.23	9	6	6		
6312.....	A A	C10	C6	B	8.4	1.78	-5.5	0.097	35	0.0090	-0.111	-0.7	1	198	31	4.24	0.0100	10.86	8.29	12	6	6		
6315.....	A A	D10	D6	B	8.1	1.66	-5.4	0.097	22	0.0104	-0.105	1.7	2	160	32	4.24	0.0107	13.58	10.37	15	6	6		
6318.....	A A	E10	E6	D	8.1	1.53	-5.2	0.094	15	0.0112	-0.098	1.3	1	137	32	4.14	0.0113	16.27	12.44	18	6	6		
6321.....	A A	F10	E7	D																				

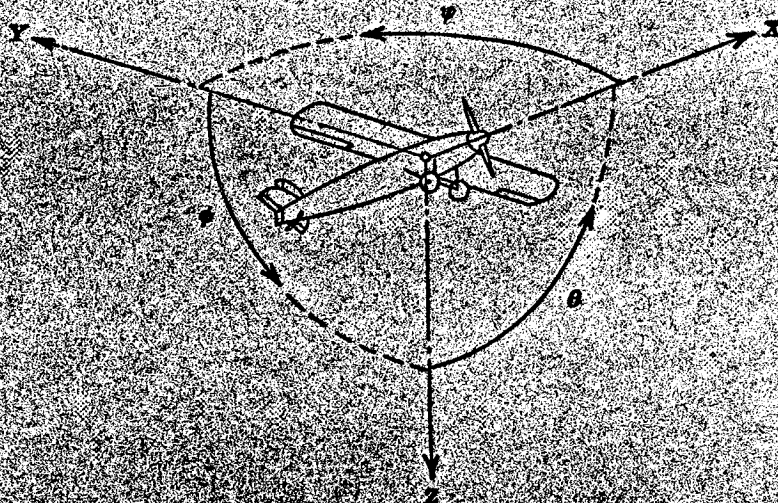
TABLE II.—CHARACTERISTICS OF MISCELLANEOUS AIRFOILS

[An inverted airfoil is considered as another distinct section]

Airfoil		Fig- ure No.	N. A. C. A. refer- ence, R=, N=, note	Classification				Effec- tive Rey- nolds Num- ber (mil- lions)	Fundamental section characteristics										Derived and additional characteristics that may be used for structural design																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
				Chord	PD	SE	$C_{L_{max}}$		α_{t_0} (deg.)	q_0 (per deg.)	$c_{l_{opt}}$	$c_{d_{0_{min}}}$	$c_{m_{a-c}}$	a. c. (percent c from c/4)		$\frac{c_{l_{max}}}{c_{d_{0_{min}}}}$	c. p. at $c_{l_{max}}$ (per- cent c)	Wing charac- teristics $A=6$, round tips				Can- ber (per- cent c)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
														0.15c (per- cent c)	0.65c (per- cent c)			Maxi- mum (per- cent c)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		

CHARACTERISTICS OF AIRFOILS TESTED IN THE VARIABLE-DENSITY TUNNEL

Götl. 420	51	B	E10	C0	E4	D	8.2	1.51	-8.3	.095	.18	.0104	-.084	-4	7	145	34	4.18	.0107	16.50	11.84	18.75	4.5
Götl. 429-A	52	A	C10	C0	C0	A	8.1	1.61	0	.100	0	.0068	0	-1	4	244	26	4.34	.0066	10.35	8.60	11.28	0
Götl. 429-B	53	A	C10	C0	C0	A	8.0	1.65	-4.4	.102	.22	.0068	-.061	1.2	5	243	27	4.41	.0066	10.95	6.10	11.78	0
Götl. 436	54	B	C10	C4	C4	D	8.0	1.68	-4.4	.098	.08	.0062	-.062	5	5	206	30	4.28	.0085	10.16	7.47	11.10	3.9
Götl. 436 (INV)	55	B	C10	C5	C5	D	8.1	1.76	-6.1	.101	.57	.0080	-.095	8	6	239	31	4.31	.0088	11.60	6.63	13.00	4.8
Götl. 532 (INV)	56	B	C10	C5	C5	A	8.3	1.73	-6.1	.101	.57	.0080	-.095	2.9	14	202	10	4.37	.0088	11.60	6.63	13.00	4.8
Clark Y	57	B	C10	C4	C4	D	8.4	1.68	-5.0	.092	.12	.0083	-.069	1.1	4	202	29	4.07	.0085	10.53	8.30	11.70	3.9
Clark Y (INV)	58	B	C10	C4	C4	D	8.4	1.68	-5.0	.092	.12	.0083	-.069	1.7	3	158	16	3.96	.0086	10.60	8.26	11.46	3.3
Clark Y-B	59	B	C10	D4	D4	D	8.2	1.14	-5.2	.089	.35	.0072	-.072	1.3	-2	187	30	4.14	.0083	10.70	10.63	15.00	4.0
Clark Y-M-15	60	B	C10	D4	D4	D	8.0	1.23	-5.1	.094	.10	.0091	-.071	1.1	7	187	30	4.14	.0083	10.70	10.63	15.00	4.0
Clark Y-M-15 (INV)	61	C	E10	E4	E4	A	8.2	1.39	-5.1	.091	.07	.0104	-.065	2.2	5	154	18	4.04	.0104	10.21	12.72	18.00	4.0
Clark Y-M-18	62	C	E10	E4	E4	A	8.3	1.39	-5.1	.091	.07	.0104	-.065	2.2	5	154	18	4.04	.0104	10.21	12.72	18.00	4.0
Clark Y-M-18 (INV)	63	C	E10	E4	E4	A	8.3	1.39	-5.1	.091	.07	.0104	-.065	2.2	5	154	18	4.04	.0104	10.21	12.72	18.00	4.0
Clark Y-6	64	B	A10	A3	A3	D	8.1	1.07	-2.9	.098	.15	.0059	-.038	7	5	181	37	4.28	.0092	5.40	4.24	6.00	1.9
Clark Y-8	65	B	B10	B3	B3	D	8.0	1.37	-3.6	.096	.14	.0060	-.045	7	6	228	30	4.20	.0092	7.21	5.66	8.00	2.0
Clark Y-10	66	B	B10	C3	C3	D	7.9	1.68	-4.5	.096	.22	.0075	-.059	7	4	224	30	4.28	.0075	9.01	7.08	10.00	3.2
Clark Y-10	67	B	D10	D4	D4	D	8.0	1.72	-6.2	.096	.15	.0080	-.059	1.2	6	191	31	4.20	.0091	12.61	9.93	14.00	4.6
Clark Y-18	68	B	E10	E6	E6	D	8.1	1.48	-7.6	.082	.23	.0117	-.088	1.5	6	126	33	4.07	.0121	16.22	12.74	18.00	6.3
Clark Y-18 (INV)	69	B	E10	E6	E6	D	8.1	1.48	-7.6	.082	.23	.0117	-.088	1.5	6	126	33	4.07	.0121	16.22	12.74	18.00	6.3
Clark Y-22	70	B	F10	E8	E8	D	7.9	1.36	-9.3	.088	.15	.0140	-.107	1.8	13	97	34	3.93	.0141	19.82	15.53	22.00	8.0
N.A.C.A.:	71	B	F10	E8	E8	D	7.9	1.36	-9.3	.088	.15	.0140	-.107	1.8	13	97	34	3.93	.0141	19.82	15.53	22.00	8.0
Clark Y-22	71	B	F10	E8	E8	D	7.9	1.36	-9.3	.088	.15	.0140	-.107	1.8	13	97	34	3.93	.0141	19.82	15.53	22.00	8.0
N.A.C.A.:	72	N 412	C11	C3	C3	D	8.1	1.58	-2.9	.095	.08	.0076	-.027	7	6	208	28	4.18	.0077	10.53	8.30	11.70	3.1
Clark Y-22	72	N 412	C11	C3	C3	D	8.1	1.58	-2.9	.095	.08	.0076	-.027	7	6	208	28	4.18	.0077	10.53	8.30	11.70	3.1
Clark Y-22	73	N 412	C11	C3	C3	D	8.0	1.61	-3	.095	.08	.0077	-.027	7	6	196	20	4.18	.0077	10.29	9.00	12.01	2.4
Clark Y-22	74	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	75	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	76	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	77	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	78	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	79	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	80	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	81	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	82	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	83	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	84	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	85	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	86	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	87	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	88	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	89	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	90	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	91	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	92	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	93	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	94	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	95	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	96	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	97	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	98	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	99	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	100	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	101	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	102	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	103	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	104	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	105	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	106	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	107	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	108	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	109	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	110	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	111	N 412	C11	C3	C3	D	8.2	1.19	-3	.087	.03	.0077	-.027	0	0	196	24	4.24	.0077	10.29	9.00	12.01	2.4
Clark Y-22	112	N 412	C11	C3	C3	D	8																



Positive directions of axes and angles (forces and moments) are shown by arrows

Axis			Moment about axis			Angle		Velocities	
Designation	Symbol	Force (parallel to axis) symbol	Designation	Symbol	Positive direction	Designation	Symbol	Linear (component along axis)	Angular
Longitudinal	X	X	Rolling	L	Y → Z	Roll	ϕ	u	p
Lateral	Y	Y	Pitching	M	Z → X	Pitch	θ	v	q
Normal	Z	Z	Yawing	N	X → Y	Yaw	ψ	w	r

Absolute coefficients of moment

$$C_l = \frac{L}{q b S}$$

(rolling)

$$C_m = \frac{M}{q c S}$$

(pitching)

$$C_n = \frac{N}{q b S}$$

(yawing)

Angle of set of control surface (relative to neutral position), δ . (Indicate surface by proper subscript.)

4. PROPELLER SYMBOLS

D , Diameter
 p , Geometric pitch
 p/D , Pitch ratio
 V' , Inflow velocity
 V_∞ , Slipstream velocity

T , Thrust, absolute coefficient $C_T = \frac{T}{\rho n^3 D^4}$

Q , Torque, absolute coefficient $C_Q = \frac{Q}{\rho n^3 D^4}$

P , Power, absolute coefficient $C_P = \frac{P}{\rho n^3 D^5}$

C_{ps} , Speed-power coefficient $= \sqrt{\frac{\rho V^5}{P n^3}}$

η , Efficiency

n , Revolutions per second, r.p.s.

ϕ , Effective helix angle $= \tan^{-1} \left(\frac{V}{2\pi r n} \right)$

5. NUMERICAL RELATIONS

1 hp. = 76.04 kg-m/s = 550 ft.-lb./sec.

1 metric horsepower = 1.0132 hp.

1 m.p.h. = 0.4470 m.p.s.

1 m.p.s. = 2.2369 m.p.h.

1 lb. = 0.4536 kg.

1 kg = 2.2046 lb.

1 mi. = 1,609.35 m = 5,280 ft.

1 m = 3.2808 ft.